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**PULLMAN COMPANY ARCHIVES
SCRAPBOOKS
RECORD GROUP NO. 12**

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RG No. 12
Series No. 07

Pullman Company.

Series C,
Miscellaneous
Scrapbooks,
1873-1927.

BIBLIOGRAPHIC RECORD TARGET

THE NEWBERRY LIBRARY

PULLMAN COMPANY ARCHIVES SCRAPBOOKS

Pullman Company.

Miscellaneous scrapbooks, 1873-1927.

4 cubic ft. (11 volumes)

Series organized with general scrapbooks preceding topical volumes, which are ordered alphabetically: Series C, miscellaneous, Advertising, Annual statements, Europe, Mediation, Rates, and Reorganization. Volumes within topics are arranged chronologically.

Scrapbooks assembled in various Pullman offices on a variety of topics, 1873-1927. Included are volumes containing news about all aspects of company business, 1897-1917; advertisements in newspapers and magazines, 1916-1917, with lists of running dates; press comments about annual statements, 1925-1926; clippings from European papers regarding the introduction of Pullman service in England, 1873-1878; articles regarding the 1927 U. S. Board of Mediation intervention in an organizing dispute between the Brotherhood of Sleeping Car Porters and the company's Plan of Employee Representation; clippings concerning Pullman rates and the ICC surcharge rate case of 1925; and articles about the Haskell and Barker merger with Pullman and the Pullman Company's new President, Edward F. Carry.

Unpublished inventory available in the library.

Forms part of Record Group No. 12 (Scrapbooks), Pullman Company Archives.

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LIST OF IRREGULARITIES

The Pullman Company Scrapbooks, many at least a century old and composed almost entirely of brittle newsprint, contain articles that are incomplete or illegible. While every effort has been made to provide the best copy possible, the following problems are present to varying degrees in many of the volumes:

- 1. Foldouts are torn with loss of text or are lacking entirely.**
- 2. Loose clippings are torn, with portions lacking.**
- 3. There is loss of text at inner and outer margins.**
- 4. Tipped-in clippings obscure other text.**
- 5. Paper discoloration causes text illegibility.**

FILMING PROCEDURES

Where possible, the procedures listed below have been followed in filming the Pullman Company Scrapbooks.

1. Some pages have been filmed more than once to enhance legibility where text darkness varies within an exposure or where overlapping text is present.
2. Unless oversized, foldouts and clippings stored in envelopes attached to scrapbook pages are filmed following the page of text of frame to which they correspond.
3. Unless oversized, loose clipping inserts are filmed following the opening in which they have been inserted.
4. Oversize inserts and clippings removed from envelopes, marked with the scrapbook page number to which they correspond, are filmed in page number order at the end of each volume.

SERIES 07
VOL. 2

November 6,
1903-
October 10, 1908
and fragments
1892, 1899, 1900-
1901
(Miscellaneous)

SHIPMAN'S

PATENT

Invoice & Scrap

Patented **Book**, June 13, 1871

1874-1882

Pullman
Misc

C

v. 2

1900-08

Mook Chap... 1903 - 1908

1903
1103

NEGRO PASSENGERS IN PULLMAN CARS.

Governor Frazier, of Tennessee, while recently travelling from Memphis to Nashville on a sleeper attached to a Nashville, Chattanooga and St. Louis train, had his attention attracted to five negroes on board the same coach. Their presence and conduct proved decidedly objectionable to the white fellow passengers none of whom were more annoyed than the governor. That dignitary indeed was so profoundly impressed with the object lesson thus furnished that he called the attention of the railroad commission to the matter, cited it to the Tennessee law prohibiting negroes from occupying a coach with white people, and requested the company's attention to the violation thereof. Witness the result, a statement of which we find in the Nashville, Tenn., Dispatch of the 28th ultimo:

"W. L. Grambery, attorney for the Pullman Company, a few days ago announced to the commission that orders would be issued receding the right of negroes to ride in the sleeping cars with white persons or in the same dining cars with them.

"It is stated that a meeting has been called in Chicago of Southern agents of the Pullman Company, and it is believed this is to discuss the matter started here by Governor Frazier.

"Some think that the meeting will result in a general order by the Pullman Company excluding negroes from their sleeping cars in the South."

The separate coach law in Virginia expressly excludes Pullman cars from its operation—an exception which we presume is not made by the Tennessee statute. It is generally understood that the considerations inducing the Virginia legislature to incorporate this exception was the fear that, in its absence, the Pullman car service would be put to the necessity of furnishing separate sleepers for the whites and blacks, an impracticable expedient to say the least, or else the statute would be held repugnant to the federal constitution. As patent therefore as the evil is conceded to be, our law makers do thus far feel powerless to afford relief.

The Tennessee incident to which we have referred however, may result in establishing a precedent embodying a solution to the whole trouble. If a general act in that state requiring negro exclusion from coaches occupied by the whites can be pushed to the test of constitutionality it points the pathway upon which all Southern commonwealths should enter.

Aside from these considerations, the opinion largely prevails among those who have given thought and investigation to the subject, that no act of legislature was or is necessary to authorize the railway company to separate the two races while traveling on the same train. On grounds of general principle, it is contended—and in

order to properly and safely accomplish their charter purposes and obligations, the power has all along been with the railway companies themselves, of their own motion to adopt rules similar to the separate car legislation enactments. In a leading Pennsylvania case upon the subject—R. R. Co. vs. Miles 55, Pa. 209—it was held that a common carrier may separate passengers in his conveyance—that "his authority in that regard, which the court holds, arises from his ownership of the property, and his public duty to promote the comfort and enjoyment of those traveling in his conveyance. Guided by those views the court held that it is not an unreasonable regulation to seat passengers so as to preserve order and decorum, and to prevent contacts and collisions arising from natural and well known customary repugnances which are likely to breed disturbance, where white and colored persons are huddled together without their consent."

This proposition has been approved by the supreme court of the United States. It may be urged in answer however that its force and effect is predicated upon the condition that railways furnish similar, though separate accommodation for the races, a condition which would not follow if the blacks were excluded from the Pullman. This is true, but it brings us up to the question whether a common carrier in affording equally of carrying facilities is required to open to both races alike, each and every appointment and luxury of carriage, though such appointments and luxuries be not necessary adjuncts to convenient transportation—and especially if, by such grant, tremendous loss of business results to the carrier, and perhaps a forced abandonment of improvement in its service. Thus with the Pullman car for example; if the negroes in increasing numbers continue to invade it, the consequence will be a disastrous impairment of its business in the South by a marked diminution of patronage from the whites, and might result, in having sleeping cars taken from Southern lines altogether.

To no patron of the common carrier is the Pullman car door open, as a matter of course. Entrance cannot be had until a price additional to the cost of carriage is paid, and if a class of custom applies for accommodation which will have effect of driving the bulk of patronage from it, the question may well be asked whether the Pullman Company could not exclude them and raise the exclusion not upon their race, per se, but because they were objectionable and offensive to the general run of travel carried by it. Speaking with reference to passage on a steamboat, Mr. Justice Clifford, in Hall v. De Cuir 65 U. S. 20, says: "It is not down this prop.

to whose character and conduct there is no valid objection have a right to passage—but he adds, "It is not an unlimited right. On the contrary, it is subject to such reasonable regulations as the proprietors may prescribe for the due accommodation of passengers and the due arrangement of the business of the carrier." The opinion goes on to say:

"Such proprietors have not only that right but the further right to consult and provide for their own interests in the management of the vessel as a common incident to their right of property. . . . Nor are they bound to admit passengers on board whose object is to interfere with the interests of the patronage of the proprietors, so as to make their business less lucrative or their management less acceptable to the public."

The learned justice quotes corresponding views as expressed by the supreme court of Michigan in an analogous case. Here the court said, "the right to be carried is one thing, and the privilege of a passenger on board as to what part of the vessel may be occupied by him is another and a very different thing—but it, is the latter and not the former which is subject to reasonable rules and regulations and is, where such rules and regulations exist, to be determined by the proprietors."

Mr. Justice Clifford continues: "Proprietors of that kind may make rules and regulations but they must be reasonable, and the court here is of the case, that to be so they should have for their object, the accommodation of the passengers, including everything to render the transportation most comfortable and least annoying, not to one or two of any given number carried at any particular time, but to the great majority ordinarily transported; and they also held that such rules and regulations should be of a permanent nature, and not be made for a particular occasion or emergency."

The doctrine as here enunciated has not as yet received contravention or qualification by the supreme court. Does it not appear to cover on all fours objections which might be asserted against a Pullman Company rule excluding blacks from their cars? Would not such exclusion tend to render transportation "more comfortable and least annoying. . . . to the great majority ordinarily transported" on its cars—and if a steamboat has legal and constitutional warrant to adopt and enforce a regulation having similar end in view, would not the Pullman Company have right to do the same? It seems so to us.

The question as here presented is one that demands consideration. South self respect demands that it should be dealt with now before gradual assuming proportions which may lead to serious results. This thing of white people if enjoying Pullman service, being submitted to the necessity of using bed linen which the night before may have covered a negro—of having him in adjacent berth—appearing in half dressed condition before his white

low travelers and of making his toilet in the presence of white men, cannot continue. The white people of the South are not going to acquiesce in any such state of affairs. Self interest and respect for local prejudices and customs in the South, should unite to urge upon the Pullman service the importance of extending the application of the rule, it is said to have adopted in Tennessee, to every commonwealth in the South.

RECORD-HERALD
Nov. 30, 1903.

FIGHT GERMS IN CARS

Officials of Pullman Company Seeking to Decrease Danger From Contagion.

NEW PLAN FOR CLEANING

Santa Fe, Rock Island and Other Lines Are Trying the Type-Writer Telegraph.

Improvements are continually being made in the service of the Pullman Company with a view to reducing the danger which exists of contracting disease while traveling in sleeping cars. Experiments are now being conducted with a new vacuum or suction process for cleaning cars and their furnishings. The experiments thus far apparently indicate that the new process will almost, if not entirely, eradicate disease germs, so that when Pullmans start on fresh journeys there will be no danger of contagion.

PRESENT PLAN DEFECTIVE.

The present method of cleaning the inside of cars is by compressed air forced through a tube, which blows all the dust and dirt away. In addition to this there is a treatment of formaldehyde gas. The blowing process, however, may fail to eradicate all dust and germs, some of which are liable to reside in the car. In the vacuum process the mouth of the hose is run over the surface of the car, the seats, carpets, curtains and bedding, and the suction draws every particle of dirt out and deposits it in a closed receptacle. Also with a view to reducing the danger of contagion the Pullman Company has adopted a standard berth curtain of heavy mohair and of beautiful green hue.

Another innovation has been adopted in bed bedding. In order to obviate contact with blankets, which are apt to carry disease germs should the cleaning chance to be defective, the sheets are now made eighteen inches longer than the blankets, so that they can be folded back over the blankets, thus preventing contact with the latter.

Officials of the Pullman Company have sent a statistic to the New York legislature to refute the statement made there in one year two people were killed in Pullman cars and 1,300 injured in that state alone, due to weak construction of cars. The records show that during the year ending Sept. 1 last one passenger was killed in a Pullman in the State of New York. The statement further shows that during the last three years the Pullman Company carried 52,892,341 people in their cars, and that the total loss in the

TO OPEN NOV. CUT-OFF

Railway Men Will Witness Completion of Union Pacific Branch.

TRESTLE OVER SALT LAKE

Saving of Forty-five Miles Effected by the \$5,000,000 Trestle and Filling.

To-morrow, Thanksgiving morning, Edward H. Harriman and nearly fifty prominent railway officials from every part of the country will assist in driving the golden spike and formally opening the Lucin cut-off of the Union Pacific, which is considered the most remarkable feat of railroad engineering in the world. It has been completed at a cost of \$5,000,000.

Mr. Harriman and party left Chicago Monday evening on a special train, consisting of Pullman sleeping cars, Pullman dining private cars, which ran over the North-western to Omaha, and thence by the Union Pacific to Ogden, where they will arrive tonight. Among the officials who went from Chicago and had their private cars were Marvin Huggitt, J. T. Harahan, S. M. Felton, A. C. Bird, A. J. Harding, J. C. Stubbs, E. O. McCormick and E. J. Lomas.

At Omaha other officials joined the party, and from the Northwest, Southwest and West many others will gather at Ogden. It is expected that regular trains will begin to be operated over the cut-off by Jan. 1, when the time between Ogden and the Pacific coast will be reduced by nearly two hours.

BUILT ACROSS THE LAKE.

The former route from Ogden west is around the north end of Salt Lake to Lucin, a distance of 108 miles. The route is very difficult to operate owing to the steep grades. This stretch of track is now eliminated by building straight west through two arms of Salt Lake, thereby cutting off forty-five miles. The construction through the lake is twenty-six and one-half miles and when in the center of the trestle the trains are out of sight from the water in this novel condition met.

The importance of the cut-off will be shown by the statement that it will save it possible to leave San Francisco at 6 o'clock in the evening instead of 10 o'clock in the morning and reach Chicago, as at present, on the "Overland Limited," effecting a saving of seven hours. The grades encountered in the cut-off do not exceed twenty-one feet to the mile, whereas the old route has grades of ninety feet to the mile. The new route also cuts out fully 4,000 degrees of curvature.

RUNS OVER A TRESTLE.

In general the construction is a railroad trestle, which is filled in its places, and will eventually be converted into solid road-bed. East of Promontory the route has been embanked except for one opening of 600 feet reserved for the outlet of the Bear River. West of Promontory eleven miles out of nineteen and one-half are embanked. At one point in the construction the workmen discovered the bed of an ancient river, which required an enormous amount of filling which had not been bargained for and which gave rise to the story of a bottomless pit in the great Salt Lake.

Mortality in Pullman Cars.

A bill requiring Pullman sleeping cars to be built of steel was recently introduced in the New York state legislature and was represented that the present form of construction was a source of danger to life. A New York daily paper is authority for the statement that during the year ending Sept. 1, 1903, no person was either killed or injured on a Pullman car in the state of New York, and that during the three past years, in which there were accommodated by the Pullman Co. 52,892,341 railway passengers, in all parts of the United States, six persons were killed in two disastrous railway wrecks, four were seriously injured and 64 slightly injured, making only 74 persons killed or injured in Pullman cars.

RECORD-HERALD
Nov. 30, 1903.

PERSONAL CONDUCTOR MUST GO

Pullman Car Functionary Leaves Service of Railroads Tomorrow, When Tourist Rate Is Increased.

Western railroads tomorrow will advance the tourist sleeping car rate from Chicago to the Pacific coast from \$6 to \$7, and at the same time they will discontinue the services of the personal conductor on the transcontinental service with the inauguration of the tourist car equipment.

The new rate still leaves a difference of \$7 between the tourist and the standard sleeping car rates on a trip from Chicago to San Francisco or Los Angeles.

The railroads had there is no further use for Pullman conductors are present. Those who have traveled across the country on excursions in charge of a special man will miss the "personal." He was expected to answer hundreds of questions concerning the territory through which they were traveling, find the berth of the passenger, store away their lunch baskets, tell them how to use the cooking stove, mail their letters, and send their telegrams, and attend to their baggage and transfers.

The rates of the personal conductor first were between Chicago and the Pacific coast, but later reached from ocean to ocean and back again. A conductor would leave Boston with a score or more of passengers and accompany them to San Francisco or Los Angeles. During their trip he would call attention to points of interest and explain the features of the country. At Los Angeles he would take the next train back, leaving in Boston a week before starting on another tour.

TRIBUNE

Dec. 3, 1903.

UNLUCKY.

CHARLES B. GEORGE, Waukegan, died yesterday, aged 74 years. Mr. George was a pioneer railroad conductor, and from 1858 to 1872 was in charge of the Waukegan and Chicago accommodation train of the North-western railroad. On his last trip from Milwaukee to Chicago took so much time that passengers stopped for meals in Waukegan. Mr. George entered a car of the Boston and Maine railroad in 1847, and served on railroads almost continuously since then. He left a widow and five children.

low travelers and of making his toilet in the presence of white men, cannot continue. The white people of the South are not going to acquiesce in any such state of affairs. Self interest, and respect for local prejudices and customs in the South, should unite to urge upon the Pullman Company the importance of extending the application of the rule, it is said to have adopted in Tennessee, to every commonwealth in the South.

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The present method of cleaning the inside of cars is by compressed air forced through a tube, which blows all the dust and dirt away. In addition to this there is a treatment of formaldehyde gas. The blowing process, however, may fail to eradicate all dust and disease germs, some of which are liable to settle in the car. In the vacuum process the mouth of the hose is run over the surface of the car, the seats, carpets, curtains and bedding, and the suction draws every particle of dirt out and deposits it in a closed receptacle. Also with a view to reducing the danger of contagion the Pullman Company has adopted a standard berth curtain of imported mohair and of beautiful green hue.

Another innovation has been adopted in the bedding. In order to obviate contact with blankets, which are apt to carry disease germs should the remaining changes be defective, the sheets are now made eight inches longer than the blankets, so that they can be folded back over the blankets, thus preventing contact with the latter.

Officials of the Pullman Company have sent a notice to the New York legislature to refuse the statement issued in last year that 1,300 people were killed in Pullman cars and 1,300 injured in that state alone, due to weak construction of cars. The records show that during the year ending Sept. 1, 1903, only one passenger was killed in a Pullman in the State of New York. The statement further shows that during the last three years the Pullman Company carried 32,509,841 people in the United States, during which time six people were killed and fifty-four slightly wounded.

RECORD-HERALD
Nov. 25, 1903.

TO OPEN NEW CUT-OFF

Railway Men Will Witness Completion of Union Pacific Branch.

TRESTLE OVER SALT LAKE

Saving of Forty-five Miles Effected by the \$5,000,000 Trestle and Filling.

To-morrow, Thanksgiving morning, Edward H. Harriman and nearly fifty prominent railway officials from every part of the country will assist in driving the golden spike and formally opening the Lucin cut-off of the Union Pacific, which is considered the most remarkable feat of railroad engineering in the world. It has been completed at a cost of \$5,000,000.

Mr. Harriman and party left Chicago Monday evening on a special train, consisting of nine private cars, which will cover the Northern route to Omaha, and thence by the Union Pacific to Ogden, where they will arrive to-night. Among the officials who went from Chicago and had their private cars were Marvin Huggitt, J. T. Harahan, S. M. Felton, J. C. Bird, A. J. Barling, J. C. Stubbs, E. O. McCormick and E. Lomax.

At Omaha other officials joined the party, and from the Northwest, Southwest and West, many others will gather at Ogden. It is expected that regular trains will begin to operate over the cut-off by Jan. 1, when the time between Ogden and the Pacific coast will be reduced by nearly two hours.

BUILD ACROSS THE LAKE.

The former route from Ogden west is around the north end of Salt Lake to Lucin, a distance of 108 miles. The route is over the Promontory Hill, and is very difficult of operation owing to the steep grades. The stretch of track is now eliminated by building straight west through two arms of Salt Lake, thereby cutting of forty-five miles. The construction through the lake is twenty-six and one-half miles, and when in the center of the trestle the trains are out of danger in every direction. On no other railroad in the world is this novel condition met.

The importance of the cut-off as a time saver is shown by the statement that it will be possible to leave San Francisco at 6 o'clock in the evening instead of 10 o'clock in the morning and reach Chicago, as it is, a saving of seven hours. The cut-off is graded in the cut-off do not exceed twenty-one to the mile, whereas the old route has grades of ninety feet to the mile. The new route also cuts out fully 4,000 degrees of curvature.

RUNS OVER A TRESTLE.

In general the construction is a railroad trestle, which is filled in its places, and will eventually be converted into solid roadbed. East of Promontory the roadbed is embanked except for one opening of 900 feet provided for the outlet of the Bear River. West of Promontory eleven miles out of nineteen and one-half are embanked. At one covered the bed of action the workmen displaced a million and a half cubic feet, which required an enormous amount of filling which had not been in the ground, which gave rise to the story of a bottomless pit in the great Salt Lake.

RY. & ENG. REVIEW
Nov. 28, 1903.

Mortality in Pullman Cars. A bill requiring Pullman sleeping cars to be built of steel was recently introduced in the New York state legislature and it was represented that the present form of construction was a source of danger to life. A New York Times paper is authority for the statement that during the year ending Sept. 1, 1903, no person was either killed or injured on a Pullman car in the state of New York, and that during the three past years, in which there were accommodated by the Pullman Co. 32,639,341 railway passengers, in all parts of the United States, six persons were killed in two disastrous railway wrecks, four were seriously injured and 61 slightly injured, making only 74 persons killed or injured in Pullman cars.

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The new rate still leaves a difference of \$7 between the tourist and the standard sleeping car rates on a trip from Chicago to San Francisco or Los Angeles. The railroads hold there is no further use for the third conductor, as both train and Pullman conductors are present. Those who have traveled across the country on extra conductors in charge of a special man will miss the "personal." He was expected to answer hundreds of questions concerning the territory through which they were traveling, find the berth of the passenger, store away their lunch baskets, tell them how to use the cooking stove, mail their letters, and send their telegrams, and attend to their baggage and transfers.

The runs of the personal conductor first were between Chicago and the Pacific coast, but later reached from ocean to ocean and back again. A conductor would leave Boston with a score or more of passengers and accompany them to San Francisco or Los Angeles. During the trip he would call attention to points of interest and explain the features of the country. At Los Angeles he would take the next train, resting in Boston a week before starting on another tour.

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MILWAUKEE.

CHARLES B. GEORGE, Waukegan, died yesterday, aged 74 years. Mr. George was a pioneer railroad conductor, and from 1855 to 1872 was in charge of the Waukegan and Chicago accommodation train of the North-western railroad. At the time his trip from Milwaukee to Chicago took so much time that passengers stopped for meals in Waukegan. Mr. George entered the employ of the Boston and Maine railroad in 1847, and served on railroads almost continuously since then. He left a widow and five children.

GREAT SALT LAKE
CUT-OFF COMPLETED

E. H. Harriman and Large Party
of Officials of System Controlled
by Him Participated.

Special Dispatch to The Inter Ocean.

OGDEN, Utah, Nov. 26.—Ogden-Lucien cut-off, 102 miles in length, across Great Salt Lake, was formally declared completed today and made a part of the Harriman system. The dedication of this track, which has cost the Southern Pacific Railroad company many millions of dollars, but which, it is estimated, will result in a saving of more than \$500,000 yearly in operating expenses, as well as reducing the running time between Ogden and the Pacific coast by two hours, was the occasion of the assembling of fifty of the most prominent railroad officials in the country.

The party making the formal trip of inspection over the tracks leading across the waters of the Great Salt Lake was headed by E. H. Harriman, president of the Southern Pacific. The party included H. G. Burt, president of the Union Pacific; Fourth Vice President J. Kruttschnitt of the Southern Pacific; President A. J. Easting of the Chicago, Milwaukee & St. Paul; President David Wilcox of the Delaware & Hudson; Vice President J. N. Fraher of the Chicago & Alton; Second Vice President J. T. Harahan and General Manager J. F. Wallace of the Illinois Central; General Traffic Manager Stubbs of the Harriman system; General Manager W. A. Gardner and Third Vice President H. R. McCullough of the Chicago & Northwest; Chief of the Road of the Southern Pacific, Berry of the Union Pacific, and Carter of the Chicago & Northwest; General Manager Raymond Dupuy of the St. Joseph & Grand Island; General Manager G. W. Holdrege of the Burlington; Vice President H. E. Huntington of the Southern Pacific; President A. L. Mohler of the Oregon Railroad & Navigation company; Assistant Traffic Manager B. Campbell of the Harriman line; Vice President and General Manager W. H. Bancroft of the Oregon Shortline, and representatives of the passenger and freight departments of nearly all the lines interested.

Last Spike Opposite Historic Spot.
The last spike, marking the completion of the cut-off, was driven several days ago at a point on the hill nearly opposite the place where, thirty-four years ago, was driven the golden spike that closed the gap between the lines of the Union and Central Pacific railroads on Promontory point.

Many old residents of Ogden who witnessed that ceremony accompanied the railroad officials today in the formal trip of inspection over the new track, which ultimately is to throw out of use 147 miles of the most difficult and expensive railroad in the transcontinental system.

The Ogden-Lucien cut-off is 102 miles in length, seventy-two miles on land and thirty miles on trestlework and fill-in over the waters of the Great Salt Lake. The use of the cut-off will throw out of transcontinental traffic the old line from Ogden to Lucien, Nev., around the north end of Great Salt Lake. This stretch, 110 miles in length, is one of the most difficult and expensive of the Harriman system. The elimination of this trackage from overland traffic will thus mean a saving of more than \$1,500 a day in the actual operating expenses, and also a saving of two hours in running time.

Work Commenced in 1902.

Actual work on the cut-off was commenced in March, 1902, and that the immense task has been completed in about twenty months.

The great work has cost the Southern Pacific company over \$4,200,000. The cut-off runs from Ogden west for fifteen miles over level country before reaching the lake shore, then crosses the east arm of the lake,

a width of nine miles, to Promontory Point, then nineteen miles across the west arm of the lake thence across the Great Salt Lake desert to Lucien, Nev.

Across the east arm of the lake will be an almost continuous fill-in supporting the trestle. Near the middle of this will be a gap of six hundred feet of open trestle-work, left for the waters of the Bear river, which flows into this arm of the lake. Across Promontory Point runs five miles of solid roadbed, and here difficult work was encountered, a cut-off of 300 feet in length in sand and rock of abrupt bluff being necessary.

On this point, one of the most picturesque around the inland sea, a station will be maintained, and surveys have been made for a mammoth summer resort. Across the west arm of the lake is a stretch of eleven miles of trestlework with a fill-in approach at each end of four miles.

CALUMET RECORD

Nov. 25, 1903.

THE FUTURE OF PULLMAN.

The "model town" will soon be a thing of the past. There is no doubt but that all concerned are devoutly thankful. If not, they will be when the ownership changes from the Pullman company to individual and several holders. Sociologically the experiment has been a failure. Every attempt at paternalism in this country fails, doomed to failure from the start. It may be a fine thing to be told how, when and where to live (without bathubs) and all the rest of the careful system, but as a matter of fact it doesn't work well. In accordance with the supreme court's decision, which has now become a matter of general knowledge, the company is said to be gradually disposing of its various real estate holdings. The Pullman stables and the Casino building adjoining on the South have been sold. It is thought, as stated in last week's issue of this paper, that the Arcade and Market buildings will follow, and possibly the hundreds of dwellings in the town.

If the various business and residence blocks are actually conveyed in the open market to separate and individual purchasers, a great boom is in store for the town. A business section will spring up and all the usual mercantile and commercial activity incident to a settlement of from eight to twelve thousand people will follow.

The impossibility of owning one's home or place of business has in the past been the direct cause of the instability of the population and local business interests. There are but two stores of any importance besides the Pullman ban that have retained their identities under unchanged management for more than fifteen years. This is a town of upwards of ten thousand souls. The families who have lived continuously in the town for that period can be counted on the fingers.

All this shows by actual experiment that the plan of company ownership and control is repugnant to American citizenship and incompatible with American institutions. The practice of giving the employes two checks, one amounting exactly to the rent due, and the other the balance, earned, smacks too strongly of the objectionable "truck store," condemned by statute and hated by the workers. No compulsion has been urged, but strong "moral suasion" ofttimes accomplishes the same purpose.

No one will be sorry to see the conditions in Pullman changed. The town has been laboring under the incubus of paternalism for over twenty years. According to reports and rumors this is about to be removed. It is hoped that the spirit, as well as the letter of the decree will be complied with. A transfer of the whole estate to another corporation is possible (e. g., the Calumet and Chicago Canal and Dock Co.). For the benefit of Pullman, its citizens, its merchants and its neighbors, the great holdings of the company should be sold separately in the open market.

SEVERAL PASSENGERS FOR UNDERFRAMING OF STEEL PROPOSED

Recent Wrecks Emphasize Necessity for Equipment That Will Insure Greater Safety.

UNDERFRAMING OF STEEL PROPOSED

Improvement Urged by Railway Postal Clerks—General Counsel Wins Trial Piece of Union Pacific Tender His Resignation.

While working constantly for years to increase the size and strength of freight cars, resulting in the evolution of the pressed steel car, railway managers have done practically nothing to make passenger coaches safer, beyond adding vestibules and steel platforms.

Recent wrecks on the Big Four and other lines have awakened railway managers to the necessity of strengthening passenger equipment and various plans are being worked out to substitute steel for wood. Not only passenger coaches, but baggage and postal cars, are to be strengthened. For years the National Association of Postal Clerks has tried to have the government require postal cars to have steel underframing, at least.

The only railroad in the United States which has a postal car constructed wholly of steel is the Chicago, Indianapolis & Louisville, or Monon route. This car has never been in a wreck, but it is certain that it would not be damaged by one as would a wooden car, nor could it take fire. The Illinois Central has built some steel suburban cars, on the English plan, but no road has standard coaches of steel.

Increased Length Weakens Car.

Larger capacity in passenger coaches has been secured by increasing the length of the wooden car in many cases to 70 feet. The effect of this really has been to weaken the car. The use of steel underframes for passenger equipment has been quite general in foreign countries for many years and a large portion of the body of the best foreign cars is made of steel. More of this has been paid for by car builders to decorating the interior of the cars than to increased strength in construction, which would contribute to greater safety. The higher speed of trains and a decrease in the number of accidents, especially collisions. The Railway Age declares that the number of passenger wrecks and wounded by American railroads was increased to such large proportions that it is not at all expedient to the management.

The interstate commerce commission reports that in the year ended June 30 last 200 passengers were killed, 7,000 passengers injured, 3,800 employees killed, and 59,000 injured, 1,000 employees killed, and 10,000 injured were due to collisions.

The strongest passenger equipment used in this country is the standard Pullman sleeping car. These cars have wood underframes, but wood and steel are so combined that a sleeping car weighs, empty, about 120,000 pounds. By using steel underframes the weight of the cars would be diminished, while their strength would be increased. The Pullman sleeper is many times as strong as the ordinary passenger coach. During the past three years the Pullman cars had 12,433,241 passengers, and that time only six were killed and four seriously injured in wrecks.

CHILD ROLLED OFF PULLMAN CAR WINDOW

STRANGE ACCIDENT MADE THE BASIS OF DAMAGE SUIT.

TRAIN SPED ON LEAVING HER

The story of a remarkable railway accident is related in a suit for damages filed in Superior Court to-day.

From her berth in a Pullman car attached to a through transcontinental train, speeding over the bowlder country of Idaho, little Bertha Garshwiler, an Indianapolis girl, it is averred, fell through an open window. Picked up several hours later by her father, who was unconscious, she awoke, though terribly injured.

George T. Garshwiler, a stock buyer in the Indianapolis stockyards, brings suit for \$10,000 damages as next friend of his daughter against the Pullman company, on the negligence of whose employees he declares to be responsible for the accident. The story, told in the complaint, is as follows: With his wife and his daughter, Mr. Garshwiler was on the way to Chicago from Portland, Ore., July 21. The train was on the Oregon Short Line. The two children were sleeping in a low-funds berth and the parents, observing that there was no screen on the window of this berth, asked the Pullman porter to expel one there to keep the children from falling out. The porter promised to do this, and it was supposed that he had done what he promised, when the children went to bed.

Woke Up and Missed Child.

In the night, Mrs. Garshwiler called to her daughter, but received no answer, to assume the entire responsibility again. She investigated, and found that the child was missing. The train was searched by the train crew and the agonized parents, and failing to find the girl, it was known that she had fallen through the open window, which had not been closed, as supposed by the porter.

The father asked that the train be stopped and the conductor refused. He sent back over the line to find his child, but the conductor refused. He sent back to send an engine and a crew to the next station, however. It is asserted that he also failed to do this.

The father obtained the services of some trainmen and with their aid made the trip back to where the girl was from the station. She was found eighteen miles from the station, and was taken to a hospital that region is covered thickly with large boulders, but by the strangest chance, the girl had fallen on a smooth stone ledge out of the train. This, though by terrible chance, was not dashed to pieces as would have been the case had she been struck by the rocks. The girl was unconscious when found and when carried back on the hand car to the station. She received the best medical attention possible and was then brought to the home in Indianapolis. The injuries received are mostly bruises and sprains. It is averred that her spine is badly wrenched, and that her nervous system all hope for physical health and comfort for the girl, it is complained.

CHICAGO ORCHESTRA NEW LIFE

THREE MEN TAKE TITLE TO SITE OF PROPOSED BUILDING.

Optica Explains, J. J. Glassner, Bryan Lathrop, and D. H. Giesner Purchase the Ground North of Railway Exchange, They and Several Others Spring Notes for \$350,000 to Secure Trust Deed—Structure to Be Erected When Money Is Raised.

Arrangements completed yesterday not only give the Chicago orchestra a new lease of life but make it extremely probable that the institution before another year will be occupying a new temple of music in Michigan Exchange building for \$450,000. Of this sum, \$100,000 was paid a year ago, and to secure the balance a trust deed was executed by the Chicago men gave notes, each for \$25,000, to the Northern Trust company, to secure this loan.

It is intended to erect on the site a \$350,000 building if friends of the orchestra can succeed in raising the \$750,000 fund proposed a year ago.

Expiration of the Option.

Negotiating the loan was necessitated by the expiration of the time limit in which the owner of the property, John Howard of Boston, did not care to expel one there to keep the children from falling out. The owner of the property, John Howard, had promised to do this, and it was supposed that he had done what he promised, when the children went to bed.

Trustees of the orchestra, a year ago took title in his own name to the Michigan avenue property to give the orchestra an opportunity to acquire it whenever the funds were available. Mr. Lathrop did not care to assume the entire responsibility again, and the other trustees, Bryan Lathrop, John J. Glassner and Harold F. McCormick, Al. Carrington, George E. Adams, Frank O. Sprague, Arthur R. Brown, William T. Carrington, and William L. Brown.

Mr. Lathrop, though expressing considerable satisfaction over arrangements made to preserve the orchestra, declined to enter into a discussion of future plans with reporters. He is asserted that he also failed to do this.

"There will be a meeting of the trustees on Friday morning from a successful fourteen days' stay in Wisconsin, Minnesota, North Dakota, and Manitoba. It was its first visit to the Canadian and enthusiastic receptions were accorded the musicians and company, when the orchestra appeared two nights.

Orchestra Returns to Chicago.

The orchestra returned at 1 o'clock yesterday morning from a successful fourteen days' stay in Wisconsin, Minnesota, North Dakota, and Manitoba. It was its first visit to the Canadian and enthusiastic receptions were accorded the musicians and company, when the orchestra appeared two nights.

STRONGER CARS FOR PASSENGERS RECEIVED

Recent Wrecks Emphasize Necessity for Equipment That Will Insure Greater Safety.

UNDERFRAMING OF STEEL PROPOSED

Improvement Offered by Railway Postal Clerks—General Counsel Winslow Piece of Union Pacific Tender His Resignation.

While working constantly for years to increase the size and strength of freight cars, resulting in the evolution of the pressed steel car, railway managers have done practically nothing to make passenger coaches safer, beyond adding vestibules and steel platforms. Recent wrecks on the Big Four and other lines have awakened railway managers to the necessity of strengthening their passenger equipment and various plans are being worked out to substitute steel for wood. Not only passenger coaches, but baggage and postal cars, are to be strengthened. For years the National Association of Postal Clerks has tried to have the government require postal cars to have steel underframing, at least.

The only railroad in the United States which has a postal car constructed wholly of steel is the Chicago, Indianapolis & Louisville, or Monon route. This car has never been in a wreck, but it is certain that it would not be damaged by one as would a wooden car, nor could it take fire. The Monon Central has built some steel suburban cars, on the English plan, but no road has standard coaches of steel.

Increased Length Weakens Car.
Larger capacity in passenger coaches has been secured by increasing the length of the wooden car in many cases to 70 feet. The effect of this really has been to weaken the car. The use of steel underframes for passenger equipment has been quite general in foreign countries for many years and a large portion of the body of the best foreign cars is made of steel. Much attention has been paid by car builders to decrease the interior of cars than to increase strength in construction, which would contribute to greater safety. The higher speed of trains and a dense traffic, both freight and passenger, have increased the number of accidents, especially collisions. The Railway Age declares that "the number of passengers killed and wounded by American railroads has increased to such large proportions that it is not at all creditable to the management."

The interstate commerce commission reports that in the year ended June 30 last 309 passengers were killed, 7,500 passengers injured, 2,300 employees killed, and 13,000 employees injured. One-third of the casualties was due to collisions.

The strongest passenger equipment used in this country is the standard Pullman sleeping car. These cars are made of steel underframes, but wood and steel are so combined that a sleeping car weighs, empty, about 120,000 pounds. By using steel underframes the weight of the cars would be diminished, while their strength would be increased. The Pullman sleeping car is many times stronger as an ordinary passenger coach. During the past three years the Pullman cars had 22,632,241 passengers, and in that time only six were killed and four seriously injured in wrecks.

CHILD DROVE OUT OF PULLMAN CAR WINDOW

STRANGE ACCIDENT MADE THE BASIS OF DAMAGE SUIT.

TRAIN SPED ON LEAVING HER

The story of a remarkable railway accident is related in a suit for damages filed in Superior Court to-day.

From her berth in a Pullman car attached to a through transcontinent train, speeding over the bowlder country of Idaho, little Bertha Garshwiler, an Indianapolis girl, it is averred, fell through an open window. Picked up several hours later by her father, she was unconscious. George T. Garshwiler, a stock buyer in the Indianapolis stockyards, brings suit for \$15,000 damages as next friend of his daughter against the Pullman company, 90, to secure his share of the negligence of those employees he deems to be responsible for the accident.

The injury, to which complaint, issued as follows: With his wife and his daughter, Mrs. Garshwiler, and an infant daughter, Mr. Garshwiler, on the way to Chicago from Portland, Ore., July 21, the train was on the Oregon Short Line, when the party passed through Idaho. The two children were sleeping in a lower berth, and the parents, observing that there was no screen on the window, called the Pullman porter to tell them to keep the children from falling out. The porter promised to do so, and it was supposed that he had done what he promised when the children went to bed.

Woke Up and Missed Child.
In the night, Mrs. Garshwiler called to her daughter, but received no answer, so she investigated, and found that the girl had been missing. The train was searched by the train crew and the agonized parents, who had failed to find the girl, it was ascertained that she had fallen through the open window, which had not been screened by the porter.

The father asked that the train be sent back over the line to find his child, but the conductor refused, and he was obliged to send an engine and a crew back from the next station, however, it is asserted that he also failed to do so.

The father obtained the services of a suit drafter, and with a hand on the door of the Pullman car, he went to the station. The country all through that region is covered thickly with large boulders, but by the strange coincidence had fallen on a smooth stone ledge or boulder, but by the strange coincidence she was not hurt. The girl was not dashed to pieces as would have been the case had she struck one of the great boulders. The girl was unconscious when found and carried back to the station, where she received the best medical attention possible and was then brought to the home in Indianapolis.

The injuries received are mostly bruises and abrasions. It is averred that her mind is badly wrecked. The accident has destroyed all hope for physical health and comfort for the girl, it is complained.

GIVE ORCHESTRA NEW LIFE

THREE MEN TAKE TITLE TO SITE OF PROPOSED BUILDING.

Option Expiring, J. J. Glessner, Bryan Lathrop, and D. H. Burnham Purchase the Ground North of Railway Exchange, They and Several Others Signing Notes for \$350,000 to Secure Trust Deed—Structure to Be Erected When Money is Raised.

Arrangements completed yesterday not only give the Chicago orchestra a new lease of life but make it extremely probable that the institution before another year will be occupying a new temple of music in Michigan avenue.

Bryan Lathrop, John J. Glessner, and D. H. Burnham took title to 108, 108 1/2, 110 1/2, 111 1/2, 112 1/2, 113 1/2, 114 1/2, 115 1/2, 116 1/2, 117 1/2, 118 1/2, 119 1/2, 120 1/2, 121 1/2, 122 1/2, 123 1/2, 124 1/2, 125 1/2, 126 1/2, 127 1/2, 128 1/2, 129 1/2, 130 1/2, 131 1/2, 132 1/2, 133 1/2, 134 1/2, 135 1/2, 136 1/2, 137 1/2, 138 1/2, 139 1/2, 140 1/2, 141 1/2, 142 1/2, 143 1/2, 144 1/2, 145 1/2, 146 1/2, 147 1/2, 148 1/2, 149 1/2, 150 1/2, 151 1/2, 152 1/2, 153 1/2, 154 1/2, 155 1/2, 156 1/2, 157 1/2, 158 1/2, 159 1/2, 160 1/2, 161 1/2, 162 1/2, 163 1/2, 164 1/2, 165 1/2, 166 1/2, 167 1/2, 168 1/2, 169 1/2, 170 1/2, 171 1/2, 172 1/2, 173 1/2, 174 1/2, 175 1/2, 176 1/2, 177 1/2, 178 1/2, 179 1/2, 180 1/2, 181 1/2, 182 1/2, 183 1/2, 184 1/2, 185 1/2, 186 1/2, 187 1/2, 188 1/2, 189 1/2, 190 1/2, 191 1/2, 192 1/2, 193 1/2, 194 1/2, 195 1/2, 196 1/2, 197 1/2, 198 1/2, 199 1/2, 200 1/2, 201 1/2, 202 1/2, 203 1/2, 204 1/2, 205 1/2, 206 1/2, 207 1/2, 208 1/2, 209 1/2, 210 1/2, 211 1/2, 212 1/2, 213 1/2, 214 1/2, 215 1/2, 216 1/2, 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772 1/2, 773 1/2, 774 1/2, 775 1/2, 776 1/2, 777 1/2, 778 1/2, 779 1/2, 780 1/2, 781 1/2, 782 1/2, 783 1/2, 784 1/2, 785 1/2, 786 1/2, 787 1/2, 788 1/2, 789 1/2, 790 1/2, 791 1/2, 792 1/2, 793 1/2, 794 1/2, 795 1/2, 796 1/2, 797 1/2, 798 1/2, 799 1/2, 800 1/2, 801 1/2, 802 1/2, 803 1/2, 804 1/2, 805 1/2, 806 1/2, 807 1/2, 808 1/2, 809 1/2, 810 1/2, 811 1/2, 812 1/2, 813 1/2, 814 1/2, 815 1/2, 816 1/2, 817 1/2, 818 1/2, 819 1/2, 820 1/2, 821 1/2, 822 1/2, 823 1/2, 824 1/2, 825 1/2, 826 1/2, 827 1/2, 828 1/2, 829 1/2, 830 1/2, 831 1/2, 832 1/2, 833 1/2, 834 1/2, 835 1/2, 836 1/2, 837 1/2, 838 1/2, 839 1/2, 840 1/2, 841 1/2, 842 1/2, 843 1/2, 844 1/2, 845 1/2, 846 1/2, 847 1/2, 848 1/2, 849 1/2, 850 1/2, 851 1/2, 852 1/2, 853 1/2, 854 1/2, 855 1/2, 856 1/2, 857 1/2, 858 1/2, 859 1/2, 860 1/2, 861 1/2, 862 1/2, 863 1/2, 864 1/2, 865 1/2, 866 1/2, 867 1/2, 868 1/2, 869 1/2, 870 1/2, 871 1/2, 872 1/2, 873 1/2, 874 1/2, 875 1/2, 876 1/2, 877 1/2, 878 1/2, 879 1/2, 880 1/2, 881 1/2, 882 1/2, 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It is intended to erect on the site a \$350,000 building for the orchestra can secure a trust deed—Structure to be erected when money is raised.

Expiration of the Option.

Negotiating the loan was necessitated by the expiration of the time limit in which the funds were to be raised to pay for the site. The owner of the property, John Howard Whitmore of Boston, did not care to expatriate one there to keep the children from falling out. The arrangement was made with the Pullman company.

Bryan Lathrop, president of the board of trustees of the orchestra, a year ago took title in his own name to the Michigan avenue property to give the orchestra an opportunity to acquire it whenever the funds were available. Mr. Lathrop did not care to assume the entire responsibility again, but he wanted to secure the property for the orchestra. The loan made by the trust company is for twenty years at 5 per cent. The guarantee was given by Bryan Lathrop, John J. Glessner and D. H. Burnham, Harold F. McCormick, Alvin C. Sprague, Arthur Orr, William T. Carrington, George E. Adams, Frank O. Smith, and others.

Mr. Lathrop, though expressing considerable satisfaction over arrangements made to preserve the orchestra, declined to enter into a discussion of future plans with reference to the institution.

There will be a meeting of the trustees of the orchestra on Monday. "At which time our various plans will be discussed."

Orchestra Returns to Chicago.

The orchestra returned at 1 o'clock yesterday morning from a successful fourteen day tour in Wisconsin, Illinois, Iowa, North Dakota, and Manitoba. It was its first visit to the West. The orchestra appeared two nights.

The orchestra received a most brilliant reception. It is averred that her mind is badly wrecked. The accident has destroyed all hope for physical health and comfort for the girl, it is complained.

CALUMET RECORD
Dec. 3, 1903.

LOWDEN FOR GOVERNOR.

on, the line becomes more sharply drawn between down- and the welfare of this region. The former seem dete- of the Calumet region in the light of a dangerous rival. If of great natural advantages in the matter of shipping and ideal factory locations is going to be the occasion of metro- jealousy, the Calumet region cannot but accept the challenge and the things needed here without regard for the results. The Chi- to river interests, the city press and the drainage board all have it in of this end of the city. This aggregation is a formidable one and is able ally to itself other important bodies, such as the park board, the city Administration, etc.

The city papers which are included in what is known as "the trust press" are moving Heaven and earth to boom Densen for the governorship. Mr. Densen is perhaps a worthy candidate, but we of the Calumet region have a man who aspires to that office. He will be much more likely to give this district fair play than anyone else. Frank O. Lowden has many interests here. The voters of this section will do well to support him. It is understood that he is largely responsible for the proposed Pullman park, mention of which is made elsewhere in this issue. His influence in the matter of the proposed Calumet canal cannot be overestimated if he is chosen to officiate as governor of this state.

This part of the country, which is perhaps the most important manu- facturing center in the United States, needs more representation in the councils of those who govern us. Let us embrace the opportunity to land a man there who will have every reason to look out for our interests.

RAILWAY AGE
Nov. 28, 1903.

One of the chief distinctions between the stand- ard and the tourist sleeping car, as operated by the Pullman Company, is that in the latter the odors incident to the consumption of food are generally not only very common but very intense, while in the former they are as generally scarcely discernible. This is chiefly because those who travel in the standard sleeper ordinarily patronize the dining cars or dining rooms for their meals, while those who occupy the tourist sleeper usually carry lunch baskets. So well is this recognized by the company that in the standard car all cooking, such as the making of tea and coffee, even by the use of spirit lamps, is prohibited, while in the tour- ist car facilities are provided for this purpose. It is with some surprise therefore that on one of the principal roads running east it is announced that on a train which carries a diner, sandwiches and coffee will be served throughout the train for those who do not wish to patronize the diner. This is designated "a new and radical departure that will please the travelling public" but it remains to be seen whether it will not equally displease others of the traveling public who patronize the sleeping cars. It is true that on many routes there is a buffet in connection with some of the regular stand- ard cars, but they are only used because of the in- convenience of obtaining refreshments elsewhere. To peddle coffee and sandwiches throughout a train carrying a dining car will not strike the ordinary railroad man as being good policy from any stand- point. It certainly will not tend to increase the receipts on the diner, which is always run at a loss, nor will it any the more satisfy those on the standard cars who wish to avoid food odors throughout the journey.

CALUMET RECORD
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PULLMAN PARK.

The Terms Agreed Upon and Negotiations Practically Settled for Large Play Grounds.

FORTY ACRE SITE.

Tract Bounded by 11th and 13th Streets, Indiana and South Park Avenue—Church Property Included, As if in exact compliance to an article in this paper negotiations have been practically completed which will result in a large public park on the prairie between Pullman and Roseland. In fact it is understood that it is largely due to that recommendation that Senator Clark, Col. Frank O. Lowden and a number of prominent Roseland and Pullman business men have succeeded in consummating this splendid project.

Tersely told the proposition is to convert to public playgrounds the 40- acres of land included between 11th and 13th streets, Indiana and South Park avenues. The Swedish Lutheran Church property is situated at the southeast corner of this tract but it is understood that the Pullman com- pany will give the church an equal amount of land across the street and will also move the edifice.

This will provide a much needed breathing spot for south end people. As suggested by this paper in the article alluded to, the park will be with- in walking distance of sixty thousand people and will greatly add to the com- fort of living as well as enhancing the value of neighboring property.

Mr. Herman Teninga, the well known Roseland real estate man, states that in his opinion the park is all that is needed to make this section an ideal residence district.

"Our streets have recently been im- proved," stated Mr. Teninga, "Ros- land property is admirably situated, its sanitary conditions are the best, transportation facilities excellent and the proposed park will make it pre- eminently the residence district of the Calumet region."

Great credit is due those who have been instrumental in securing this great popular benefit. It is a source of no little pride to the Calumet Record that this paper having first proposed the park should also be the first to announce the success of the plan to the local public.

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Dec 8, 1903.

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With the view of reducing the danger which exists of contracting diseases while traveling in sleeping cars, the Pullman Company is continuing its experiments, this time a new vacuum or suction process for cleaning cars and their furnishings being employed. The experiments now apparently indicate that the new process will almost, if not entirely, eradicate disease germs, so that when sleeping cars start on fresh journeys there will be no danger of contagion. The present method of cleaning the inside of cars is by compressed air forced through a tube, which blows all the dust and dirt away. In addition to this there is a treatment of formaldehyde gas. The blowing process, however, may fail to eradicate all dust and disease germs, some of which are liable to settle in the car. In the vacuum process the mouth of the hose runs over the surface of the car, the seats, the carpets, curtains and bedding, and the suction draws every particle of dirt out and deposits it in a closed receptacle.

Besides adopting a standard berth curtain of imported mohair and of green hue the company, in order to obviate contact with blankets, which are apt to carry disease germs should the cleansing chance be defective, is now making the sheets eighteen inches longer than the blankets, so that they can be folded back over the blankets, thus preventing contact with the latter.

RAILWAY AGE

Dec. 4, 1903.

The Separate-Car Question.

The race question, as involved in the operation of interstate railways, threatens to reach a focus in an attempt by the Maryland Legislature to pass such a regulation as exists in numerous southern States, requiring "Jim Crow" cars. This would strike many important western and Atlantic States trunk lines entering Washington, which are obliged to go through a small section of Maryland to reach the national capital. It would also be likely to bring about a test of the right of State authorities to impose a regulation so burdensome as to amount to an interference with interstate commerce; for it is the opinion of the Interstate Commerce Commission that the law might well be called into question on this ground.

A bill has been introduced in Congress by Representative Morrell of Pennsylvania, which, in another way, raises the same legal questions, namely, the respective regulative powers of the State and the Federal governments. Mr. Morrell's bill forbids discrimination by common carriers on account of race or color, making it an offense punishable by \$5,000 fine for carriers to provide separate cars for either white or colored passengers. The decisions upon railroads within their borders have always recognized the existence of a certain potential authority residing in the Federal government in this direction, and their conclusions recite that they are "in the absence of any law of Congress to the contrary." Just how great are the powers of Congress in this direction is largely an unexplored field of inquiry.

Perhaps the greatest interest in this bill of Mr. Morrell lies in the service it may perform in calling attention to the manner in which a railroad may unjustly ground between the upper and lower millstones of State and Federal legislation. With a State imposing fines for the failure of a road to furnish separate accommodations for two races, and the Federal government fixing the same road for furnishing such separate accommodations, the boundary line of jurisdiction would have to be determined by the courts with some promptness.

STANDARDIZING RAILWAY EQUIPMENT.

The announcement that the Harriman railroads will be "standardized" is the latest instance of a movement that is revolutionizing the world of mechanical achievement. Mr. Harriman intends so to unify the equipment of 17,000 miles of railroads that any part of any piece of rolling stock of any one of the "standardized" roads can be replaced from any shop. The economy in repairing will be great especially in freight cars which often wander far and long from home.

Americans not long ago learned the value of standardization in smaller manufactures. It was the secret of the success abroad of such different products as watches, harvesting machinery, railway rolling stock and steel bridges. Our contractors built the Athara bridge in Egypt because they could furnish work of a certain type quicker than any British competitor could design a special one. American locomotives are made at the lowest cost by the highest-priced labor because in a single shop 1,800 a year are built whose smaller parts are exactly alike. Sometimes 30, 50 or 100 engines are built all exactly alike.—New York World.

GALUMET RECORD

Dec. 10, 1903.

A REPROACH TO PULLMAN.

The sub-station of the Chicago Public Library that was until recently located at one of the Arcade stores has been discontinued because of lack of patronage. This circumstance is deplorable if it truly reflects the literary appetite of citizens in Pullman. Perhaps the fact that such a privilege was close at hand was not known to many. It is hoped that this explanation of the affair may be correct. These sub-stations of the great local municipal library afford every convenience of the main institution, except the reading rooms, and every one owes it to himself to patronize them. They are free as air. The master works of the master minds since thought have been written may be secured and read. Surely such a question needs no proving. A petition for the re-establishment of the sub-station is being circulated. It will doubtless be successful and that its purpose may be accomplished permanently rests with the public "model town."

RECORD-HERALD

Dec. 27, 1903.

TO ORDER CARS DISINFECTED

City Council of Los Angeles Wants All Passenger Cars Protected.

A committee of the City Council of Los Angeles, Cal., is preparing an ordinance requiring all sleeping cars to be disinfected with formaldehyde on their arrival after each trip in the city. The measure is aimed at the tourist sleeping cars, but it is applicable to all others as well. One member of the committee even wants the ordinance to apply to all passenger coaches.

Pullman officials assert that the cleaning which each car receives by the compressed air blast at the end of every trip blows away all the germs and renders the car safe for future travelers. Dr. Powers, the health official, "if an ordinance requiring sleeping cars to be disinfected could be made both practical and operative it would certainly be conducive to the health of the community." "Probably no city in the country stands more in need of it. Consumptive patients ride in the sleeping cars, scattering tuberculous germs on all sides. Small pox is tuberculosis more liable to be transmitted than influenza. A car that crosses the country without carries an indiscriminate class of passengers. It certainly would lessen the danger of infection if these cars were disinfected after every trip."

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PULLMAN COMPANY REPLIES TO CRITICS.

Officials of the Pullman Company have sent statistics to the New York Legislature to refute the statement made recently that in one year 795 people were killed in Pullman cars and 1,550 injured in that State alone, due to weak construction of cars. The company's records show that during the year ending September 1 last not a single passenger was killed in a Pullman in the State of New York. The statement further shows that during the last three years the Pullman Company carried 32,369,341 people in the United States, during which time six people were killed and sixty-four slightly injured.

With the view of reducing the danger which exists of contracting diseases while traveling in sleeping cars, the Pullman Company is continuing its experiments, this time a new vacuum or suction process for cleaning cars and their furnishings being employed. The experiments thus far apparently indicate that the new process will almost, if not entirely, eradicate disease germs, so that when sleeping cars start on fresh journeys there will be no danger of contagion. The present method of cleaning the inside of cars is by compressed air forced through a tube, which blows all the dust and dirt away. In addition to this there is a treatment of formaldehyde gas. The blowing process, however, may fail to eradicate all dust and disease germs, some of which are liable to resettle in the car. In the vacuum process the mouth of the hose is run over the surface of the car, the seats, the carpets, curtains and bedding, and the suction draws every particle of dirt out and deposits it in a closed receptacle.

Besides adopting a standard berth curtain of imported nhair and of green hue the company, in order to obviate contact with blankets, which are apt to carry disease germs should the cleansing chance be defective, is now making the sheets eighteen inches longer than the blankets, so that they can be folded back over the blankets, thus preventing contact with the latter.

RAILWAY AGE

Dec. 4, 1903.

The Separate-Car Question.

The race question, as involved in the operation of interstate railways, threatens to reach a focus in an attempt by the Maryland Legislature to pass such a regulation as exists in numerous southern States, requiring "Jim Crow" cars. This would strike many important western and Atlantic States through a small section of Maryland that reach the national capital. It would also be likely to bring about a test of the right of State authorities to impose a regulation so burdensome as to amount to an interference with interstate commerce; for it is the opinion of the Interstate Commerce Commission that the law might well be called into question on this ground.

A bill has been introduced in Congress by Representative Morrell of Pennsylvania, which, in another way, raises the same legal questions, namely, the respective regulative powers of the State and the Federal governments. Mr. Morrell's bill forbids discrimination by common carriers on account of race or color, making it an offense punishable by \$5,000 fine for carriers to provide separate cars for either white or colored passengers. The decisions which have upheld the right of States to impose regulations upon railroads within their borders have always recognized the existence of a certain potential authority residing in the Federal government in this absence of any law of Congress to the contrary. And thus are the powers of Congress in this direction is largely an unexplored field of inquiry.

Perhaps the greatest interest in this bill of Mr. Morrell lies in the service it may perform in calling attention to the upper and nether millions who are unjustly ground between. With a State imposing fines for the failure of a road to furnish separate accommodations for two races, and the Federal government fixing the same road for furnishing such separate accommodations, the boundary line of jurisdiction would have to be determined by the courts with some promptness.

STANDARDIZING RAILWAY EQUIPMENT.

The announcement that the Harriman railroads will be "standardized" is the latest instance of a movement that is revolutionizing the world of mechanical achievement. Mr. Harriman intends so to unify the equipment of 17,000 miles of railroads that any part of any piece of rolling stock of any one of the "standardized" roads can be replaced from any shop. The economy in repairing will be great especially in freight cars which often wander far and long from home.

Americans not long ago learned the value of standardization in smaller manufactures. It was the secret of the success abroad of such different products as watches, harvesting machinery, railway rolling stock and steel bridges. Our contractors built the Athara bridge in Egypt because they could furnish work of a certain type quicker than any British competitor could design a special one. American locomotives are made at the lowest cost by the highest-priced labor because in a single shop 1,800 a year are built whose smaller parts are exactly alike. Sometimes 30, 50 or 100 engines are built all exactly alike.—New York World.

CALUMNET RECORD

Dec. 10, 1903.

A REPROACH TO PULLMAN.

The sub-station of the Chicago Public Library that was until recently located at one of the Arcade stores has been discontinued because of lack of patronage. This circumstance is deplorable if it truly reflects the literary appetite of citizens in Pullman. Perhaps the fact that such a privilege was close at hand was not known to many. It is hoped that this explanation of the affair may be correct. These sub-stations of the great local municipal library afford every convenience of the main institution, except the reading rooms, and every one owes it to himself to patronize them. They are free as air. The master works of the master minds since thoughts have been written may be secured and read. Surely such a question needs no proving. A petition for the re-establishment of the sub-station is being circulated. It will doubtless be successful and that its purpose may be accomplished permanently rests with the public "model town."

RECORD-HERALD

Dec. 27, 1903.

TO ORDER CARS DISINFECTED

City Council of Los Angeles Wants All Passenger Cars Disinfected.

A committee of the city council of Los Angeles, Cal., is preparing an ordinance requiring all sleeping cars to be disinfected with formaldehyde on their arrival after each trip in the city. The measure is aimed at the tourist sleeping cars, but it is applicable to all others as well. One member of the committee even wants the ordinance to apply to all passenger coaches.

Pullman officials assert that the cleaning air blast at the end of every trip blows away all the germs and renders the car safe for future travelers. Dr. Powers, the health officer, declares this kind of cleaning is ineffectual. "If an ordinance requiring sleeping cars to be disinfected could be made to all passenger coaches, it would certainly be conducive to the health of the community," declared Dr. R. V. Day, health commissioner. "Probably no city in the country is doing more in need of it. Consumptive patients ride in the sleeping cars, scattering a disease more liable to be transmitted than tuberculosis germs on all sides. Small pox is tuberculosis. A car that crosses the continent carries an indiscriminate class of passengers. It certainly would lessen the danger of infection if these cars were disinfected after every trip."



The Truth About That Sleeping-car Microbe

By Mary Douglas



THIS IS an unquiet world, and there is no such thing as peace. Hobbies, bugs, bears, microbes and little red devils infest all our days from the cradle to the grave and fill our dark hours with thrilling interest. Severely is a thing impossible, because at every turn of the road the skeleton claw of Death is stretched forth in the darkness, and the sepulchral voice of Fear cries out, "It's your turn!" Now, far be it from anybody to speak lightly of that necessary body, the American Public Health Association. It is a great and glorious organization, maintained to do a great work, which it noisily and diligently does, and we owe it much thanks for laboring so persistently to imbue us with a proper fear of prevailing conditions. But "wolf!" "wolf!" "wolf!" gets to be rather annoying when it is shouted in one's ears at every step, and keeps one in a constant state of nervous collapse on continuous dodging.

There will be a new disease in a little while. Its symptoms will be a shiftiness of the eyes in all public places, a constant nervous edging away from everything, a mania for using sanitary gear in every possible manner and form, from hat trimmings to table linen; a fixed habit of reading all sorts of "health food" advertisements and trying each new concoction, and a frigid determination to maintain an isolated position in the world, the close approach of nothing, and nobody. Its name will be microbia, and it will be more awful than anything we now have to dread, because a single case of it in one family will make life a burden to every other member of that family. Microbia exists now, in fact, but it is not the afflicted themselves who suffer. It is the people who have to live in their immediate vicinity. The American Public Health Association has a frightful case of microbia, and its business is to spread it far and wide. It has the trembling support of the public press, and it seems entirely probable that it will succeed in making the malady fashionable.

The latest thing to be placed under the ban of its disapproval is that admirable American institution, the sleeping-car. Now, once or twice in the course of a varied career, it has been my privilege to travel in a sleeper, and I can just see myself now walking up the steps of the palace on wheels with a dapper, uniformed colored gentleman following with my little yellow leather bag. I can see my own smile of content as I sank into one of the comfortable seats, with a picture in my mind of myself all spread out in the cozy berth with its sweet-smelling, clean sheets and pillows, and a nice little electric light above my head to read by just as I see myself pleased. I can see the flying, moonlit landscape with an occasional flash, with brilliant electric light as the train passes a station. I can feel the awing and swirl and rush, the fascination of swift motion, and I can't believe that I was then being held over the bottomless pit by any other possibility than a railroad accident, but I was. According to the American Public Health Association, I was being danced upon and gibed at and direfully threatened by an army of ugly microbes. I was in such a situation, in fact, that had I not been deaf and blind to everything except large and looming external, I should have died from fright on the spot. And that is what everybody must face who indulges in the luxury of a sleeping-car. But you mustn't sit up. Dear me, no! There are draughts. The only thing left to do is to walk, or carry with you a private disinfectant.

Now, if there were sufficient reason for all this

public place and that. We hear of reports to the board of health being made about this, that, and the other unclean corner; but I venture that all the grand hotels have entertained in their best manner, and in their daintiest rooms, cases of infectious disease that were never reported beyond the consultation room of merely changing the sheets upon the bed that in dainty, disease-laden room the hotel has not let it through the kind interposition of Providence?

Now, to reach just conclusions on such make-comparisons, since nothing can be above criticism in some degree. The rules regulating the fumigation of sleeping-cars have been heretofore rigid enough to satisfy any board of health, and I know from personal investigation that those rules are enforced. The labor of railroads is systematized and organized to fit the schedule time on which trains run, to begin with, and this fact makes it pretty certain that few details of routine work will be neglected. When the Public Health Association launched its allegation against the manner in which sleeping-car blankets are generally used, some of the papers took the matter up and went further by accusing the Pullman Car Company of carrying cases of contagious disease indiscriminately, and failing afterward to properly fumigate the inner given the matter any thought and don't know how sleeping-cars are taken care of, it might be interesting to know some of the laws that are set down in the regular book of instructions for the division superintendent of the Pullman Car Company.

All sleeping-cars are thoroughly cleaned at the end of every long trip, such as from New York to Chicago, terminals west to New Orleans, or from these central terminals from New York to Boston, a car can make two trips without being overhauled; but when it is scheduled for cleaning the work is done in a manner that would have surprised the old-time developer of work, man and the dust-brush. This must be so on account of the fact that a car naturally accumulates in every service and corner. When a car gets into a terminal station after a long trip it is run out to the cleaning-yards and put into the hands of a well-trained crew of workmen, each of whom is responsible for some detail of the berth in place the interior is blown out with compressed air at a pressure of from 85 to 100 pounds enough to sweep a good-sized boy off his feet, in fact. Could any dust remain where that blast of air had penetrated? Compare it with the old-fashioned method of sweeping and mopping and rubbing with dirty old dust rags.

After the top of the car and the floor and all the corners and window-sashes are freed from every parbedding, seat-backs, and all removable material in a car is taken out on the platform, and the springs and pillow boxes and mattresses are subjected to the same searching blast of compressed air. Then the wood-work is polished and window-cleaners come in, and after every bit of dust and dirt has been removed from the car the curtains, bedding, etc., after the same thorough blowing out, are replaced. So when a sleeping-car is backed up into a station for a long trip a passenger may be reasonably sure that it is as clean

As after this he showed me a book of correspondence upon the subject between Mr. J. D. Merrill, general superintendent, and his district superintendents, in which the strictest precautionary measures are insisted upon in all cases, and especially on the cars running into the Adirondack region and to other health resorts. During the season all cars running to Saranac Lake are fumigated at the end of every other trip, regardless of conductors' reports, and after every trip, if any cases of consumption or other contagious disease are known to have been carried. Now, this is not meant to be so much of a defense of the Pullman Car Company as a protest against the publication of reports which may cause needless alarm and annoyance to the traveling public, and the only plea we desire to make is, let us be as nearly just as our grade of intelligence will permit.

Thanksgiving at The Bend.

Continued from page 311.

tiny shells, was followed by a dark, soft substance in little porcelain ramequins. There was only a taste of each dish, Mrs. Grayson thought; nothing was passed twice, and no one was urged to eat. This was not the Bend's idea of hospitality, but Mrs. Grayson was forced to admit that these delicious tidbits made one long for more. The soft stuff in the ramequin Miss Spencer was eating with a broad-tined fork. Mrs. Grayson took one mouthful—it was delicious. Again she searched her recollection for its like, and again she was frustrated. She had never eaten sweetbreads in her life except fried, and mushrooms were considered dangerous at the Bend? How should she recognize the marriage of the two?

Ann was well enough to sit by the kitchen stove and keep things hot. Mrs. Grayson would have liked to suspect her of being the cook had she not known that these dishes were as foreign to Ann as they were to her.

"Now, I am going to give you a real Spanish dish," said Miss Spencer. "You know we're half Spanish out there. I sent home for some of the ingredients, and I hope that you'll like it."

Eliza appeared with a platter at that moment. It contained what looked like a half-dozen ears of corn, which was no silk. Miss Spencer daintily unwrapped her corn hunk with her fork, and was scraping off and eating something which adhered to the inner side. Mrs. Grayson felt more like the Prodigal Son than she had ever expected to, but she was not the woman to turn back on her word when she was appointing. She thought it tasted like chicken feet, but the steaming interior of the *tamale* was here—it was a delicious combination of chicken, red pepper, tomato, and ripe olives, and the cultivated taste of the country epicure paid its respects to the gustatory stranger from the West. Mrs. Grayson paid the warmest tribute to the other's skill—not an edible morsel, except *tamale* went out.

An alligator near *tamale* went out. The tropical fruit had come across an ocean and a continent. Grayson thought it some concoction of chestnuts—it seemed to favor that more than anything else. Then came the dessert. To tell the truth, dozens of eggs had been wasted in the *saure's* kitchen while Miss Spencer taught old Ann how to make that sweet. It was only an *olette soufflé*, but the Western girl had explained over and over again the rolling in of the

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hullabaloo about the improper sanitation of sleeping-cars we should undoubtedly treat the subject with great and fearsome respect; but it must strike anybody who stops to think an instant that the only reason the subject as discussed by the Health Association received public attention at all was because it was spectacular. It was an attack upon a big, rich company by "the long-suffering public." The American Health Association in annual convention at Washington mentioned casually that greater care should perhaps be exercised in caring for the bedding in sleeping-cars. The charge brought against the Pullman Company was that it does not wash the heavy blankets but a couple of times each year. Now, I wonder what would happen if the American Public Health Association could lift the lid off a couple of New York's or Chicago's or Boston's or any other city's big hotels and watch the ingress and egress of its guests for about a week. There would be such a disturbance in the ranks of the righteous microbians that some of the hostelries would have to put up their shutters.

How often are the hotel blankets washed? How many years are some of those nasty, cottony, heavy, indescribable abominations called "comforts" used without more than an apology for an airing? How often are the carpets taken up and cleaned in hotel rooms that have a change of occupant every twenty-four hours? How often are heavy hotel draperies taken down and put through a system of germ destruction? Just how perfect is the system of sanitation in some of the hotels? Has the American Public Health Association ever investigated this? Perhaps it has. I don't know; but we didn't hear anything about it. We hear of unsanitary plumbing in this

as it can possibly be made; and in addition to all this, every car is provided with the latest improved flushing apparatus, equal to that in any home or high-class hotel, with an abundant supply of water which is forced through the train by heavy air pressure.

For the purpose of gathering information regarding the truth of the accusation made by the newspapers that the Pullman Car Company carries passengers suffering from contagious diseases without afterward thoroughly fumigating the cars thus infected, I called upon Mr. B. C. Wagner, district superintendent for the company in New York. In answer to my question as to the methods employed by the company in such matters, he quoted the following from his book of printed instructions:

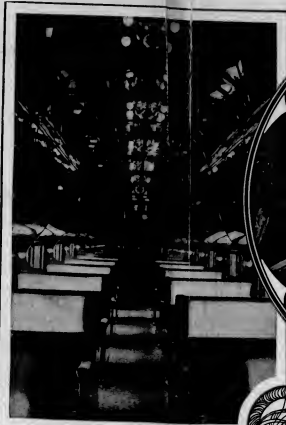
"Conductors and porters on arrival at any terminal station are compelled to report any case of sickness that they may have had while en route, giving section, room, etc., occupied, and the seriousness of the case is not left to their discretion. All such cars reported are then prepared by distributing blankets, mattresses, pillows, etc., loosely about the car and then fumigated with a strong solution of formaldehyde, after which car, being tightly closed, is left to stand under fumigation for five, six, or more hours. Cars operated in lines that it is expected will be patronized by sick people are fumigated as above every other trip, without any regard to reports from conductors or porters, and every trip if they are reported. Also, as a matter of precaution, if the case reported is of a serious nature the entire bedding, including mattresses, blankets, pillows, etc., is removed from the section or room and a new set substituted; and, in addition to this, the section or room is taken off sale for the trip. In cases of a serious nature in the way of a very contagious disease, the car is immediately closed, thoroughly fumigated, and afterward, as soon as it is considered safe, is sent deadhead to the shop for a thorough overhauling and renewal of all interior equipment, treated with fresh varnish," etc.

heedy white, and the princip expands, and s Ann could do i beat the eggs. on the kitchen moment to beat the oven, and kitchen noises that all was w golden foamine very quickly, a fragment of a d tion.

To tell the souper, as Miss deilver she has

"I want yo said to Mrs. Gr should prefer y

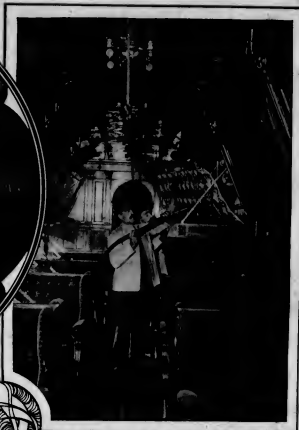
Miss Spence and Mrs. Gray fern leaves dra it was browned good pastry, bl placently. The omelets with in no mince-meat was on her own pie was so hot she held a mor tasted it—hor have been her d



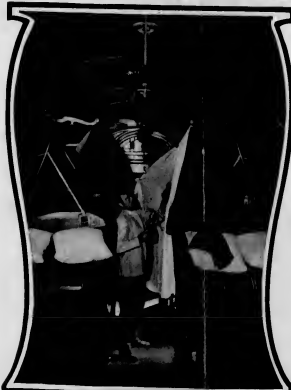
INTERIOR OF PULLMAN SLEEPER THOROUGHLY CLEANED AND READY FOR TRIP.



CLEANING CARPETS WITH COMPRESSED AIR UNDER 100-POUND PRESSURE AT THE MOTT BAYNE CLEANING YARDS OF THE PULLMAN COMPANY.



CLEANING BERTHS WITH 100-POUND BLAST OF COMPRESSED AIR.



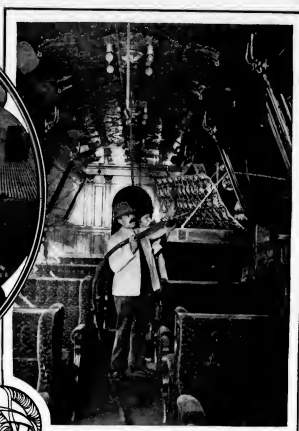
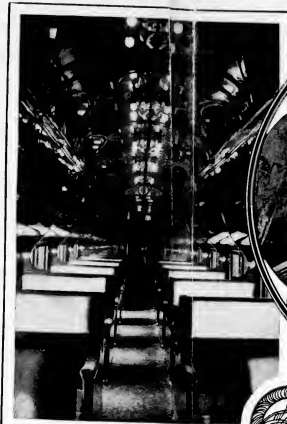
DISINFECTING A SLEEPING-CAR WITH SOLUTION OF FORMALDEHYDE.



A BERTH MADE UP WITH THE LONG SHEETS LATELY ADOPTED, WHICH, ALMOST ENCASING THE BLANKETS, ADD TO THE LATTER'S CLEANLINESS.



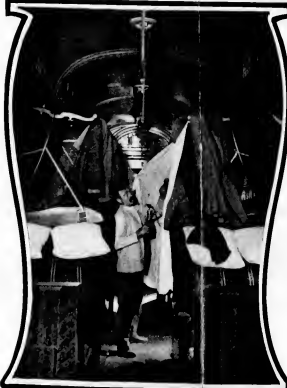
WOODWORK POLISHERS AND DUSTERS AT WORK ON INTERIOR OF SLEEPING-CAR.



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Ser. 07 Vol. 2

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THE EXTERIORS OF THE PALACE-CARS ARE KEPT POLISHED LIKE A PIANO.

HOW SLEEPING-CARS ARE KEPT IN SANITARY CONDITION.
STREAMS OF FRESH AIR, UNDER HEAVY PRESSURE, SUCCESSFULLY, USED FOR CLEANSING PURPOSES.

Photographs by T. C. Muller. See opposite page.

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EMPLOYEES LEARN THAT ALL THE PLANTS ARE TO CLOSE.

Officials Say the Move Means Merely a General Overhauling, but Union Leaders See Signs of a Fight Against Their Organizations — Cleveland Bros. Considering Removal from the City — Kelley, Mans & Co. Suspend Saturday Half Holiday.

Employees of the Pullman company were surprised to learn yesterday that they, like the workers at Dering, are facing a layoff and the complete closing of the plants of the corporation. This the officials say is for the purpose of installing machinery, cleaning, and taking stock.

Already over 1,000 of the mechanics at Pullman have been laid off on the grounds that there is no work for them. These men have been unable to get employment elsewhere, and are pleading with their union officials to be given "out of work benefits." Many of them are without funds and are leaving for other sections of the country.

It was informally announced at Pullman that the plants are to shut down next Wednesday. At the offices of the company it was held that this action would be taken, but "would mean nothing out of the ordinary, as the business is slack now and there is need of a general overhauling."

Unions Note a Coincidence.

"It seems strange to us that these big corporations take about the same date to lay off their men," said Secretary M. J. Deutsch, of the Building Material Trades council, who has been organizing men at Dering and Pullman. "It may be that business is slack, but we believe that when the scope reaches the company will take back the men it wants and let the members of trade unions seek employment elsewhere. That step to be a favorite method of proceeding at the present time."

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The condition at Pullman, according to a report made public before men began to be laid off, was as follows: "The average number of names on the roll at Pullman for the year was 7,432 and the wages paid \$3,127,550, making an average of \$88.75 per man per year. The total number of persons in the employ of the company in all departments was 20,000 and the wages paid \$11,317,342. The number of persons for the previous year was 19,000 and the wages paid \$10,633,785."

Officials of the Pullman and American Car and Foundry company deny the latter concern has been absorbed by the former. Meanwhile there is said to be good authority for the reports that the Car and Foundry will discontinue dividends on the company stock at the next meeting of the directors early in the new year.

Locomotive Plant Sold—Pittsburg Lumber & Co., whose office is in the Monodock Building, have purchased the United States Locomotive Works at Hammondsport, N. Y., and McVey, who purchased it at receiver's sale last week. The plant will be in operation within thirty days.

THE SHOPS TO RUN

T. H. Wickes Says Shutdown is Not Contemplated.

LABOR TO HAVE TRACTION PLAN.

Federation Engages Attorney to Prepare Method of Getting Immediate Municipal Ownership.

The Pullman company will not close its shops as reported. Christmas tide is not to be darkened in the industrial suburb by a shutdown of the enterprise which is the mainstay of thousands.

This denial was authorized to-day by T. H. Wickes, first vice president of the Pullman company.

"There is no truth whatever in the report that the shops will close," he declared. "No official of this company authorized such a statement, and I am at a loss to understand how it started. It has been the custom of the company for years to give its employes a Christmas holiday. We will shut down Thursday, at noon, of Christmas week, and remain closed until Monday, when operation of the works will be resumed."

SENDS CHECK FOR \$250.

Pullman Company Makes Contribution to American Hospital Fund.

The Pullman company, through its vice president, Thomas Wickes, of Chicago, has sent to D.M.R.I.C. Superintendent John T. Dickinson of this city a Pullman company check for \$250 gold as a contribution for the American hospital fund. Mr. Dickinson, acting under instructions, has sent the check to the treasurer of the hospital. This gift from the Pullman company is worthy of note and shows the appreciation a foreign company has for this much needed institution.

Sleeping Car for Electric Line.

The Indianapolis local newspapers state that the Holland Palace Car Co., of that city, has received one of the two sleeping cars of the Holland design it has had built at Wilmington, Del. This car cost \$20,000, and it is expected that the second will be delivered within a short time. Each car has ten compartments, with upper and lower berths. It is possible to ventilate each compartment separately, and the lights in these compartments are so arranged that they can be raised and lowered. The dressing-rooms have a number of electric conveniences, including electric cigar lighters in the men's rooms, and electric hair curlers in the women's room. The unique design of this type of car is the invention of Mr. H. F. Holland, of Indianapolis, and was described in detail in the Railway and Engineering Review, issue of August 16, 1902.

VERY STRONG IN CASH

Pullman Company Files Balance Sheet Showing Its Excellent Position.

CHICAGO STOCK MARKET

Dull Trading This Year in Local Securities—General Financial Notes.

Figures in the balance sheet submitted by the Pullman Company to the Massachusetts commissioner of corporations show the exceedingly strong position of that company. The balance sheet is the first one published since 1896, the company having given out only its income account at the annual meetings since that year.

The figures show a book surplus of \$14,376,746 and a cash surplus of \$17,572,858. This amount is equal to 24 per cent on the \$74,000,000 capital stock. The company shows \$21,763,590 cash and bills and accounts receivable, and \$8,890,941 accounts payable, leaving the net cash assets \$17,572,858. The item of "manufactures, merchandises, material and stock in process" is given as \$20,830,501. The capital assets shown are \$3,710,768 real estate, \$116,228 patents, rights, and \$11,121,776 good will. The company's cars, equipment and franchises, which were valued at \$22,933,860 before the consolidation with the Wagner company, are not shown separately in the figures recently given out, but are probably included in the \$50,000,000 item. The net assets of the company are \$88,276,748. The item of \$8,710,768 real estate is only about half a million more than was shown in the balance sheet of 1896 before the Wagner properties were taken over. The company has certainly not padded that item.

FOUNDRY DIVIDENDS CUT.

American Company Reduces Common Stock to 4 Per Cent Basis.

NEW YORK, Jan. 4.—Quarterly dividends of one-half of 1 per cent on American Car and Foundry common stock were today declared for February and May. Regular quarterly dividends of 1 1/2 per cent for the same periods were declared on the preferred stock.

This practically reduces the common shares to 2 per cent basis, inasmuch as four dividends of 1 per cent were declared on this stock during the last calendar year. The company's fiscal year begins on May 1, so that the common dividends declared today really make a total of 3 per cent for the business year.

The net earnings for the three months ending Nov. 30, 1903, were \$1,861,468, compared with \$2,538,516 in the same quarter of 1902.

Dec. 12, 1903.

WILL BE ABLE AT PULLMAN

EMPLOYEES LEARN THAT ALL THE PLANTS ARE TO CLOSE.

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The Pullman company has taken great strides during the last year, and one of its superintendents declared that this has brought on the employment of many men who are not needed now. These men were given to understand when hired that they were taken on temporarily, and therefore, it is asserted, they have no cause for complaint. The condition at Pullman, according to the report made public before men began to be laid off, was as follows:

"The average number of names on the pay rolls at Pullman for the year was 7,432 and the wages paid \$5,429,358, making an average of \$68 for each person employed. The total number of persons in the employ of the company in all departments was 20,388 and the wages paid \$1,137,302. The number of persons for the previous year was 18,126 and the wages paid \$10,632,758."

Dec. 15, 1903.

Officials of the Pullman and American Car and Foundry company deny the latter concern has been absorbed by the former. Meanwhile there is said to be good authority for the reports that the Car and Foundry will discontinue dividends on the common stock at the next meeting of the directors early in the new year.

Dec. 15, 1903.

Locomotive Plant Sold—Pittsburgh Lumber & Co., whose office is in the Monocline building, has purchased the United States Locomotive Works at Hammondsport from Consten & Meyn, who purchased it at receiver's sale last week. The plant will be in operation within thirty days.

Dec. 12, 1903.

PULLMAN SHOPS TORUN

T. H. Wickes Says Shutdown is Not Contemplated.

LABOR TO HAVE TRACTION PLAN.

Federation Engages Attorney to Pre- pare Method of Getting Immediate Municipal Ownership.

The Pullman company will not close its shops as reported. Christmas is not to be darkened in the industrial suburb by a shutdown of the enterprise which is the mainstay of thousands.

This denial was authorized to-day by T. H. Wickes, first vice president of the Pullman company.

"There is no truth whatever in the report that the shops will close," he declared. "No official of this company authorized such a statement, and I am at a loss to understand how it started. It has been the custom of the company for years to give its employees a Christmas holiday. We will shut down Thursday, at noon, of Christmas week, and remain closed until Monday, when operation of the works will be resumed."

MEXICAN HERALD

Dec. 16, 1903.

SENDS CHECK FOR \$250.

Pullman Company Makes Contribution to American Hospital Fund.

The Pullman company, through its vice president, Thomas Wickes, of Chicago, has sent to District Superintendent John T. Dickinson of this city a Pullman company check for \$250 gold as a contribution for the American hospital fund. Mr. Dickinson, acting under instructions, has sent the check to the treasurer of the hospital. This gift from the Pullman company is worthy of note and shows the appreciation a foreign company has for this much needed institution.

RY. & ENG. REVIEW

Jan. 2, 1904.

Sleeping Car for Electric Line.

The Indianapolis local newspapers state that the Holland Palace Car Co., of that city, has received one of the two sleeping cars of the Holland design it has had built at Wilmington, Del. This car cost \$20,000, and it is expected that the second will be delivered within a short time. Each car has ten compartments, with upper and lower berths. It is possible to ventilate each compartment separately, and the lights in these compartments are so arranged that they can be raised and lowered. The dressing-rooms have a number of electric conveniences, including electric cigar lighters in the men's rooms, and electric hair curlers in the women's rooms. The unique design of this type of car is the invention of Mr. H. F. Holland, of Indianapolis, and was described in detail in the Railway and Engineering Review, issue of August 16, 1902,

Dec. 17, 1903.

VERY SPRING CASH

Pullman Company Files Balance Sheet Showing Its Excellent Position.

CHICAGO STOCK MARKET

Dull Trading This Year in Local Securities—General Financial Notes.

Figure in the balance sheet submitted by the Pullman Company to the Massachusetts commission of corporations shows a exceedingly strong position of that company. The balance sheet is the first one published since 1890, the company having given out only its income account at the annual meetings since that year.

The figures show a book surplus of \$14,276,740 and a cash surplus of \$17,872,658. The total surplus of corporations shows \$17,872,658 capital stock. The company shows \$21,753,258 in accounts payable, receivable, and \$8,880,941 accounts payable, leaving the net cash assets \$17,872,658. The item of "manufacture, merchandise, material and stock in process" is given as \$20,898,907. The capital assets shown are \$3,710,798 real estate, \$18,220 patent rights, and \$11,121,778 good will. The company's cars, equipment and franchises, which were valued at \$2,000,000 before the consolidation with the Wagner company, are not shown separately in the figures recently given out, but are probably included in the \$20,898,907 item. The net assets of the company are \$38,375,745. The item of \$3,710,798 real estate is only about half a million more than was shown in the balance sheet of 1899 before the Wagner priorities were taken over. The company has certainly not padded that item.

INTER OCEAN

Jan. 7, 1904.

FOUNDRY DIVIDENDS CUT.

American Company Reduces Common Stock to 4 Per Cent Basis.

NEW YORK, Jan. 6.—Quarterly dividends of one-half of 1 per cent on American Car and Foundry common stock were today declared for February and May. Regular quarterly dividends of 1 1/2 per cent for the same periods were declared on the preferred stock.

This practically reduces the common shares to a 2 per cent basis, inasmuch as four dividends of 1 per cent were declared on this stock during the last calendar year. The company's fiscal year begins on May 1, so that the February and May dividends may really make a total of 3 per cent for the business year.

The earnings for the three months ending Nov. 30, 1903, were \$1,861,485, compared with \$2,152,216 in the same quarter of 1902.

WILL BE Laid AT PULLMAN

EMPLOYEES LEARN THAT ALL THE PLANTS ARE TO CLOSE.

Officials say the Move Means Merely a General Overhauling, but Union Leaders See Signs of a Fight Against Their Organizations - Greenlee Bros. Considering Removal from the City - Kelley, Mann & Co. Suspend Saturday Half Holiday.

Employees of the Pullman company were surprised to learn yesterday that they, like the workers at Deering, are facing a layoff and the complete closing of the plants of the corporation. This the officials say is for the purpose of installing machinery, cleaning, and taking stock.

Already over 100 of the mechanics at Pullman have been laid off on the grounds that there is no work for them. These men have been unable to get employment elsewhere, and are pleading with their union officials to be given "out of work benefits." Many of them are without funds and are leaving for other sections of the country.

It was informally announced at Pullman that the plants are to be shut down next Wednesday. At the offices of the company it was said that this action would be taken, but "would mean nothing out of the ordinary, as the business is slack now and there is need of a general overhauling."

Unions Note a Coincidence.

"It seems strange to us that these big corporations take about the same date to lay off men," said Secretary M. J. Deutch of the Building Material Trades council, who has been organizing men at Deering and Pullman. "It may be that business is slack, but we believe that when business recovers, the company will take back the men it wants and let the members of trade unions seek employment elsewhere." Deutch says it would be a favorite method of proceeding at the present time.

The Pullman company has taken great strides during the last year, and one of its superintendents declared that this has brought on the employment of many men who are not needed now. These men were given to understand when hired that they were taken on temporarily, and therefore, it is asserted, they have no cause for complaint. The condition at Pullman, according to the report made public before men began to be laid off, was as follows:

"The average number of names on the pay rolls at Pullman for the year was 7,432 and the wages paid \$2,157,536, making an average of \$288 for each person employed. The total number of persons in the employ of the company in all departments was 20,388 and the wages paid \$1,137,362. The number of persons for the previous year was 13,102 and the wages paid \$1,025,738."

Officials of the Pullman and American Car and Foundry company deny the latter concern has been absorbed by the former. Meantime there is said to be good authority for the reports that the Car and Foundry will discontinue dividends on the common stock at the next meeting of the directors early in the new year.

Locomotive Plant Sold—Pittsburg Luthier & Co., whose office is in the Monroedick Building, have purchased the United States Locomotive Works at Hannibal, Mo., from Christian & Meyn, who purchased it at receiver's sale last week. The plant will be in operation within thirty days.

PULLMAN SHOPS TO RUN

T. H. Wickes Says Shutdown is Not Contemplated.

LABOR TO HAVE TRACTION PLAN.

Federation Engages Attorney to Prepare Method of Getting Immediate Municipal Ownership.

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This denial was authorized to-day by T. H. Wickes, first vice president of the Pullman company.

"There is no truth whatever in the report that the shops will close," he declared. "No official of this company authorized such a statement, and I am at a loss to understand how it started. It has been the custom of the company for years to give its employees a Christmas holiday. We will shut down Thursday, at noon, of Christmas week, and remain closed until Monday, when operation of the works will be resumed."

SENDS CHECK FOR \$250.

Pullman Company Makes Contribution to American Hospital Fund.

The Pullman company, through its vice president, Thomas Wickes, of Chicago, has sent to District Superintendent John T. Dickinson of this city a Pullman company check for \$250 gold as a contribution for the American hospital fund. Mr. Dickinson, acting under instructions, has sent the check to the treasurer of the hospital. This gift from the Pullman company is worthy of note and shows the appreciation a foreign company has for this much needed institution.

Sleeping Car for Electric Line.

The Indianapolis local newspapers state that the Holland Palace Car Co., of that city, has received one of the two sleeping cars of the Holland design it has had built at Wilmington, Del. This car cost \$29,000, and it is expected that the second will be delivered within a short time. Each car has ten compartments, with upper and lower berths. It is possible to ventilate each compartment separately, and the lights in these compartments are so arranged that they can be raised and lowered. The dressing-rooms have a number of electric conveniences, including electric cigar lighters in the women's rooms, and electric hair curlers in the women's rooms. The unique design of this type of car is the invention of Mr. H. F. Holland, of Indianapolis, and was described in detail in the Railway and Engineering Review, issue of August 16, 1902.

VERY STRONG IN CASH

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CHICAGO STOCK MARKET

Dull Trading This Year in Local Securities—General Financial Notes.

Figures in the balance sheet submitted by the Pullman Company to the Massachusetts commissioner of corporations show the exceedingly strong position of that company. The balance sheet is the first one published since 1900, the company having given out only its income account at the annual meetings since that year.

The figures show a book surplus of \$14,272,740 and a cash surplus of \$17,872,658. This amount is equal to 24 per cent on the \$74,000,000 capital stock. The company shows \$21,753,500 in bills and accounts receivable, and \$3,880,941 accounts payable, leaving the net cash assets \$17,872,658. The item of "manufactures, merchandise, material and stock in process" is shown as \$50,989,897. The capital assets given are \$8,710,798 real estate, \$116,250 patent rights, and \$11,121,778 good will. The company's cars, equipment and franchises, which were valued at \$2,503,000 before the consolidation with the Wagner company, are not shown separately in the figures recently given out, but are probably included in the \$50,000,000 item. The net assets of the common stock is only about half a million more than was shown in the balance sheet of 1902 before the Wagner properties were taken over. The company has certainly not padded that item.

FOUNDRY DIVIDENDS CUT.

American Company Reduces Common Stock to 1 Per Cent Basis.

NEW YORK, Jan. 6.—Quarterly dividends of one-half of 1 per cent on American Car and Foundry common stock were today declared for February and May. Regular quarterly dividends of 1 1/2 per cent for the same periods were declared on the preferred stock.

This practically reduces the common shares to a 2 per cent basis, inasmuch as four dividends of 1 per cent were declared on this stock during the last calendar year. The company's fiscal year begins on May 1, so that the February and May dividends really make a total of 3 per cent for the business year.

Of the net earnings for the three months ending Nov. 29, 1903, were \$1,561,485, compared with \$2,132,215 in the same quarter of 1902.

TRAVEL IS SAFER NOW

Statistics Show That Death Rate for Passengers Is Decreasing.

FEWER DIE IN COLLISION

Figures for a Year of Vast Business for the Railways Are Analyzed.

CHICAGO, Dec. 11.—To the Editor: The following tables show the railway fatalities in the United States for the year ending June 30, 1903, as well as the percentage of deaths from accidents and other causes in Chicago for the year ending:

RAILWAYS	
Passengers carried	11,617,919
Passengers killed	1,881
Passengers killed per 1,000	.0004
Passengers killed in train accidents	164
Employees in field	9,005
Employees killed	1,333,274
Employees killed per 1,000	14.57
Employees killed in train accidents	1,241
Employees killed in train accidents per 1,000	.13

CHICAGO	
Population in 1901	1,839,540
Deaths in 1904	23,812
Deaths per 1,000 of population	12.95
Deaths by accidents	480
Deaths by accidents per 1,000	.26
Deaths by accidents per 1,000 in 1903	.73

Since the issue of the latest monthly bulletin of the interstate commerce commission several Chicago papers have commented on the deplorable list of railway casualties as if they showed a startling increase and were solely due to collisions or other preventable causes.

FEWER PASSENGERS KILLED.

As a matter of fact there was a decrease in the number of fatalities to passengers in train accidents, both actually and relatively, and the increase in the fatalities to employes is partially accounted for by an increase of 12 per cent in railway employment, and further, in the words of interstate bulletin No. 8, by the fact that "The enormous expansion of freight traffic has led to the employment of new men so rapidly that the percentage of inexperienced men in the service was in the year under review larger than before for many years."

According to the returns from roads in the General Managers' Association of Chicago having a mileage of 60,761, or almost exactly one-quarter of the total mileage covered by the reports to the interstate commission, there was an increase for the year of 8.5 per cent in the number of passengers carried, of 18.5 per cent in total freight handling, and of 12.1 in the number of employes, the last figure being a confirmation of the commission's estimate of an increase of "about 15 per cent."

The number of fatalities reported by the Chicago roads was also almost exactly one-quarter the total reported to the commission.

YEARS OF BIG BUSINESS.

Applying these percentages of increase to the official returns for 1902 the commission's report of accidents for 1903 can fairly be considered and analyzed only in relation to the following enormous figure of traffic and employment:

YEAR ENDING JUNE 30, 1902	
Passengers carried one mile	11,617,919
Employees in field	9,005
Employees killed	1,333,274
Employees killed one mile	14.57
Employees killed in train accidents	1,241
Employees killed in train accidents one mile	.13

With these conservative estimates in mind, the totals of 821 passengers and 4,233 employes reported killed yield the following relative figures:
Passengers to one killed, 1903..... 2,519,500
Employees to one killed, 1903..... 2,125,000
Employees to one killed, 1902..... 412,000

That the improvement in safety to passengers is real and the increase in the fatalities to employes is only apparent is indicated by the statement in bulletin No. 8 that "railroad companies are much more careful to include all accidents in their reports to the commission than they were when the law requiring reports of accidents went into effect" (July 1, 1901).

DEATHS AND THE CAUSES.

An important point in the commission's bulletin that is not conveyed to the public in the said statement is that there were 3,055 fatalities on American railways for the year ending June 30, against 2,819 during the previous year, in that a majority of these fatalities were in no way connected with the movement of trains. They are divided thus:

RAILWAY CASUALTY		
	Killed, 1903	Killed, 1902
Passengers	164	167
In train accidents	164	167
Other causes	164	167
Total	321	308
Employes	505	607
In train accidents	273	343
In coupling accidents	23	14
On foot	107	150
Falling from cars, etc.	673	537
Other causes	1,241	1,333
Total	3,054	2,819

TRIBUNE Jan. 4, 1904.

JOHN W. STRONG DIES IN BERTH ON RAILWAY TRAIN.

Commercial Editor of "The Tribune" Succumbs to Heart Failure While on Way to Visit Brother in Indianapolis.

John Wilder Strong, for ten years commercial editor of THE TRIBUNE, died yesterday morning in his berth on a sleeping car of Indianapolis. Mr. Strong left Chicago Saturday evening to spend yesterday with Robert H. Strong, his brother, living in Indianapolis. Death it is supposed to have been caused by heart failure. The conductor of the train on which he rode was the first one after the porter to discover the body, which later was taken to the house, 129 West Nineteenth street, Indianapolis.

Mr. Strong was 50 years old, and was born in Rochester, N. Y. His first work was as a telegraph operator on the Chicago and Northwestern railroad, and when 14 years old he "held down" the position of ticket agent. For a number of years, and up to enter the newspaper business, being employed for a number of years by the United and Associated Press.

After that he became a reporter on the Chicago Times, becoming Sunday editor of that paper. He left this for the Morning News, of which for a time he was managing editor.

In 1902 Mr. Strong was given a position in the bureau of transportation at the World's Fair. At the close of the fair he became connected with THE TRIBUNE.

For a number of years Mr. Strong, his wife and two sons, resided in Evanston. Five weeks ago his wife removed to Helen, Ill., taking one son with her. The other son, George, is a cadet at West Point.

The arrangements for the funeral will be announced later. His widow, Mrs. Elizabeth Strong, left Helen last night for Chicago.

SHOOT A MONOMAN

Thrice Attacked for Not Joining Labor Body, Painter Uses Revolver.

INFLECTS SERIOUS WOUND

Defends His Right to Spend His Money for Books Instead of for Fees.

Three times assailed because he refused to join a union, Charlie Lake, a painter in the Pullman carshops, turned and shot one of his assailants. The victim, John Postma, 11083 Michigan avenue, was taken to the county hospital, where it was found the bullet had pierced his abdomen. Lake was locked up at the Kensington police station.

The shooting occurred in a boarding-house, at 11083 Michigan avenue, where Lake roomed, and where Postma boarded. Twice Lake had been refused to the door of his room and attacked. Then he secured his revolver and shot Postma while the latter was running up the stairs to attack him again.

Lake was attacked first at 10001 Michigan avenue. Postma pushed him against the wall, and in a charged attack him in the neck and knocked him down.

TELLS STORY OF ATTACK.

"Other men were looking on and not one of them attempted to respond to my appeals for help," Lake told Lieutenant Morrison, when he was taken to the police station. "Postma stopped striking me only when one of his companions cautioned him that the blows might kill me."

"I had just entered my room when Postma ran across the street and followed me up the stairs. Before I could turn the key in the lock he had knocked me down. I saw a revolver in his hand, and it was with the butt of this that he struck me. As he started down the steps I caught him that he was coward to attack a sick man, and that if he bothered me again I would shoot him."

BROOTS HIS ASSAILANT.

"I secured my revolver and went to the top of the stairs. Postma was standing on the landing. As he saw me he started up the stairs and I fired."

In support of his version of the attack, Lake was found to be severely bruised by the blows he had sustained. A few months ago he went to Pullman from Hammond, Ind. According to his story, he spent all of his spare money on books and did not feel inclined to pay \$25 to join the painters' union. He said he had been assaulted six times, but he began working in the Pullman shops.

CHRONICLE Jan. 4, 1904.

NEW TRAINS RUN TO OMAHA

Chicago Great Western Railway inaugurates Passenger Service.

OMAHA, Neb., Jan. 2.—The Chicago Great Western railway today inaugurated its Omaha-Chicago passenger train service, the first train leaving Omaha at 4:30 o'clock to-night, arriving in Chicago at 9:30 a. m. A train leaving Chicago at 7:30 p. m. arrives in Omaha at 10:30 a. m. Two daylight trains will run between the two cities.

TRAVEL IS SAFER NOW

Statistics Show That Death Rate for Passengers Is Decreasing.

FEWER DIE IN COLLISION

Figures for a Year of Vast Business for the Railways Are Analyzed.

CHICAGO, Dec. 11.—To the Editor: The following tables show the railway fatalities in the United States for the year ending June 30, 1903, as well as the percentage of deaths from accidents and other causes in Chicago for the year ending:

RAILWAYS.	
Passengers carried	711,617,910
Passengers killed per 1,000	.0043
Passengers killed in train accidents per 1,000	.0021
Passengers killed in train accidents per 1,000	.0021
Employees in 1903	1,333,274
Employees killed per 1,000	.0427
Employees killed in train accidents per 1,000	.0241
Employees killed in train accidents per 1,000	.0241

CHICAGO.	
Population in 1904	1,839,740
Deaths in 1904	22,812
Deaths by accidents	180
Deaths by accidents per 1,000 in 1904	.0001
Deaths by accidents per 1,000 in 1902	.0001

Since the issue of the latest accident bulletin of the Interstate commerce commission several Chicago papers have commented on the deplorable list of railway casualties as if they showed a startling increase and were solely due to collisions or other preventable causes.

FEWER PASSENGERS KILLED.

As a matter of fact there was a decrease in the number of fatalities to passengers in train accidents, both actually and relatively, and the increase in the fatalities to employes is partially accounted for by an increase of 12 per cent in railway employment, and further, in the words of Interstate bulletin No. 8, by the fact that "The enormous expansion of freight traffic has led to the employment of new men so rapidly that the percentage of inexperienced men in the service was in the year under review larger than before for many years."

According to the returns from roads in the General Managers' Association of Chicago having a mileage of 50,761, or almost exactly one-quarter of the total mileage covered by the reports to the Interstate commission, there was an increase for the year of 8.5 per cent in the number of passengers carried, of 18.6 per cent in tons of freight handled and of 12.1 in the number of employes, the last figure being a confirmation of the commission's estimate of an increase of "about 12 per cent."

The number of fatalities reported by the Chicago roads was also almost exactly one-quarter the total reported to the commission.

YEAR OF BIG BUSINESS.

Applying these percentages of increase to the official returns for 1902 the commission's report of accidents for 1903 can fairly be considered and analyzed only in relation to the following enormous figures of traffic and employment:

YEAR ENDING JUNE 30, 1902.	
Passengers carried	711,617,910
Passengers carried one mile	2,134,853,730
Tons carried	174,000,000
Tons carried one mile	174,000,000
Employes	1,333,274

With these conservative estimates in mind, the totals of 821 passengers and 1,233 employes reported killed yield the following relative figures:
Passengers to one killed, 1903..... 2,134,853
Employees to one killed, 1903..... 552,400
Employees to one killed, 1902..... 412
Employees to one killed, 1901..... 412

That the improvement in safety to passengers is real and the increase in the fatalities to employes is only apparent is indicated by the statement in bulletin No. 8 that "railroad companies are much more careful to include all accidents in their reports to the commission than they were when the law requiring reports of accidents went into effect" (July 1, 1901).

DEATHS AND THE CAUSES.

An important point in the commission's bulletin that is not conveyed to the public in the bald statement listed there were 8,554 fatalities on American railways for the year ending June 30, against 2,819 during the previous year, in that a majority of these fatalities were in no way connected with the movement of trains. They are divided thus:

RAILWAY CASUALTIES.	
Passengers	Killed, 1902, 1903.
In train accidents	164 167
Other causes	16 16
Total	180 183
Employees	Killed, 1902, 1903.
In train accidents	865 997
In compiling accidents	263 148
Overhead observations etc.	14 13
Falling from cars, etc.	278 203
Other causes	16 16
Total	1,233 1,397

TRIBUNE Jan. 4, 1904.

JOHN W. STRONG DIES IN BERTH ON RAILWAY TRAIN.

Commercial Editor of "The Tribune" Succumbs to Heart Failure While on Way to Visit Brother in Indianapolis.

John Wilder Strong, for ten years commercial editor of THE TRIBUNE, died yesterday morning in his berth on a sleeping car of an Union train, a short time before reaching Indianapolis. Mr. Strong left Chicago Saturday evening to spend yesterday with Robert H. Strong, his brother, living in Indianapolis. Death is supposed to have been caused by heart failure. The conductor of the train on which he rode was the first one after the porter to discover the body, which later was taken to the house, 129 West Nineteenth street, Indianapolis.

Mr. Strong was 50 years old, and was born in Rochester, N. Y. His first work was as a telegraph operator on the Chicago and Northwestern railroad, and when 14 years old telegraph operator, and depot master at one of the small stations on the Northwestern line up in the Green Bay, Wis., district. He was for a number of years, ago left to enter the newspaper business, being employed for a number of years by the United and Associated Press.

After that he became a reporter on the Chicago Times, becoming Sunday editor of that paper. He left this for the Morning News, of which for a time he was commercial editor.

In 1902 Mr. Strong was given a position in the bureau of transportation at the World's Fair. At the close of the fair he became connected with THE TRIBUNE. For a number of years Mr. Strong, his wife, and two sons lived in Evanston. Five years ago his wife removed to Hickory, Ill., where he has one son with her. The other son, George, is a cadet at West Point. The arrangements for the funeral will be announced later. His widow, Mrs. Elizabeth Strong, left home last night for Chicago.

SHOOT A UNION MAN

Thrice Attacked for Not Joining Labor Body, Painter Uses Revolver.

INFLECTS SERIOUS WOUND

Defends His Right to Spend His Money for Books Instead of for Fees.

Three times assaulted because he refused to join a union, Charles Lake, a painter in the Pullman carshops, turned and shot one of his assailants. The victim, John Postma, 11038 Michigan avenue, was taken to the county hospital, where it was found the bullet had pierced his abdomen. Lake was looked up at the Kensington police station.

The shooting occurred in a boarding house at 11033 Michigan avenue, where Lake roomed, and where Postma boarded. Twice Lake had been followed to the door of his room and attacked. Then he secured his revolver and shot Postma while the latter was running up the stairs to attack him again.

Lake was attacked first at 10001 Michigan avenue. Postma pushed him against the wall, and in the struggle struck him in the neck and knocked him down.

TELLS STORY OF ATTACK.

"Other men were looking on and not one of them attempted to respond to my appeals for help," Lake told Lieutenant Morrison, when he was taken to the police station. "Postma stopped striking me only when one of his companions cautioned him that the blows might kill me."

"I had just entered my room when Postma ran across the street and followed me up the stairs. Before I could turn the key in the lock he had knocked me down. I saw a revolver in his hand, and it was with the butt of that that he struck me. As he started down the steps I called to him that he was coward to attack a sick man, and that if he bothered me again I would shoot him."

SHOOTER HIS ASSAILANT.

SHOOTER HIS ASSAILANT. "I secured my revolver and went to the top of the stairs. Postma was standing on the landing. As he saw me he started up the stairs and fired."

In support of his version of the attack, Lake was found to be severely bruised by the blows he had sustained. A few months ago he went to Pullman from Hammond, Ind. According to his story, he spent all of his money on books and had to feel compelled to pay \$25 to join the printers' union. He said he had been assaulted six times since he began working in the Pullman shops.

CHRONICLE

Jan. 4, 1904.

NEW TRAINS RUN TO OMAHA

Chicago Great Western Railway inaugurates Passenger Service.

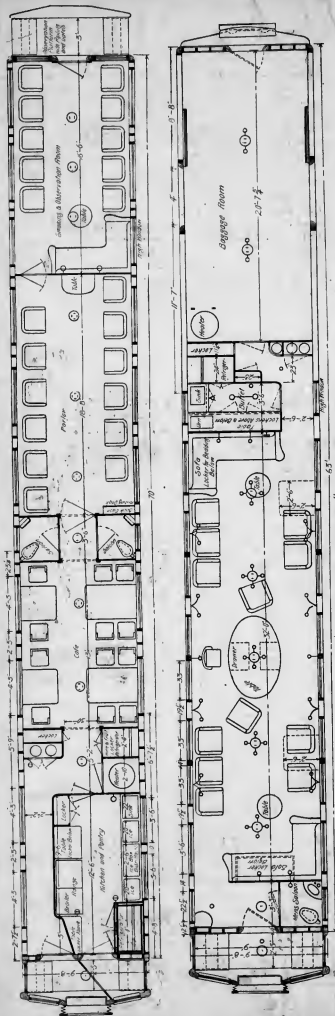
OMAHA, Neb., Jan. 3.—The Chicago Great Western railway today inaugurated its Omaha-Chicago passenger train service, the first train leaving Omaha at 4:30 o'clock tonight, arriving in Chicago at 8:30 a. m. A train leaving Chicago at 10:30 p. m. arrives in Omaha at 10:30 a. m. Two day-train trains will run between the two cities.

CHICAGO GREAT WESTERN HOUSE AND BUFFET CARS.

The Pullman Company recently delivered to the Chicago Great Western Railway seven cafe-observation cars for day trains, and some buffet cars for night trains, on its new line to Omaha. These cars are similar in design to the club cars now used on the limited train between Chicago and Saint Paul, but they are an advance over those cars in arrangement and equipment.

There are two kinds of buffet cars, each having the "house" or smoking compartment, but in some of them the remaining part of the car is occupied by regular coach seats, while in others this portion is used for baggage and has a side door. The accompanying illustrations of the buffet cars in plan and exterior show the car with the baggage end.

The buffet cars are distinguished by their dissimilarity from the ordinary "bowling alley" buffet car, by a 6-foot center table surmounted by a tall lamp, which table is used



CHICAGO GREAT WESTERN "HOUSE" CAR—PLAN.



CHICAGO GREAT WESTERN PARLOR CAR, CAFE SECTION.

for a writing desk and for books and papers, and by large corner seats in diagonally opposite corners, with small tables placed conveniently in front of them. This enables small groups of men to gather without interrupting the passageway. The cafe-observation cars were placed in service on December 13, on the day trains between Minneapolis and Saint Paul, and Chicago, Des Moines and Omaha.

The body of the car weighs 75,000 pounds, trucks 35,300 pounds; total 110,300 pounds. They are 79 feet long, over all. At one end is a wide, closed vestibule and at the other a piazza or observation platform. The exterior of the car is painted in olive green and decorated in gold, and is unusually attractive on account of the many wide windows and the small high windows in the kitchen and toilet rooms, instead of the oval windows which have been used in prior cars.

Entering from the vestibuled end, first is the kitchen and pantry, entirely shut off from the passageway and the rest of the car. This kitchen contains every modern improvement which adds to the convenience and cleanliness of that end, including the most modern ranges, broilers, copper utensils and enamel-lined refrigerators. It is presided over by a chef in white coat, apron and cap.

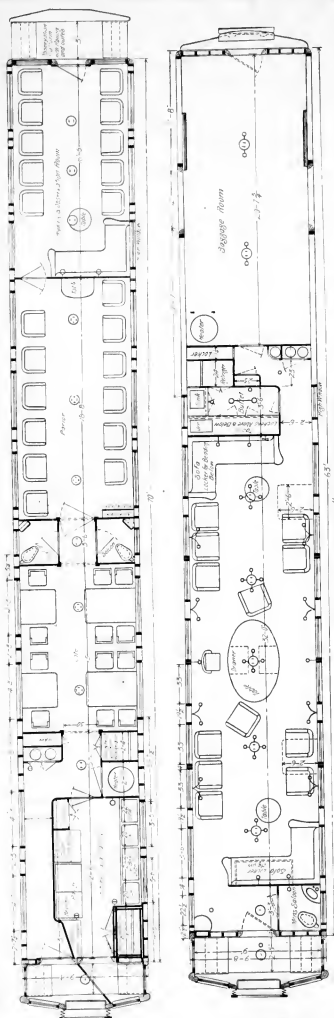
Next is the diningroom with four tables, two large and two, small, and finished in mahogany. The style is colonial and the design in consequence is very properly a plain one, with little carving to catch the dust, but the most beautiful woods are used, and the brass chandeliers and even the hat

CHICAGO GREAT WESTERN HOUSE AND BUFFET CARS.

The Pullman Company recently delivered to the Chicago Great Western Railway seven cafe-observation cars for day trains, and some buffet cars for night trains, on its new line to Omaha. These cars are similar in design to the club cars now used on the limited train between Chicago and Saint Paul, but they are an advance over those cars in arrangement and equipment.

There are two kinds of buffet cars, each having the "house" or smoking compartment, but in some of them the remaining part of the car is occupied by regular coach seats, while in others this portion is used for baggage and has a slide door. The accompanying illustrations of the buffet cars in plan and exterior show the car with the luggage end.

The buffet cars are distinguished by their dissimilarity from the ordinary "howling alley" buffet car, by a 4-foot ender table surmounted by a tall lamp, which table is used



CHICAGO GREAT WESTERN "HOUSE" CARS—PLANS.



CHICAGO GREAT WESTERN PARLOR CAR, CAFE SECTION.

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CHICAGO GREAT WESTERN CAFE PARLOR CAR.



CHICAGO GREAT WESTERN BUFFET CAR, SMOKING SECTION.



CHICAGO GREAT WESTERN BUFFET CAR, SMOKING SECTION.



CHICAGO GREAT WESTERN BUFFET, SMOKING AND BAGGAGE CAR.

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CHICAGO GREAT WESTERN CAFE PARLOR CAR.



CHICAGO GREAT WESTERN BUFFET CAR, SMOKING SECTION.



CHICAGO GREAT WESTERN BUFFET CAR SMOKING SECTION.



CHICAGO GREAT WESTERN BUFFET, SMOKING AND BAGGAGE CAR.

books have been specially designed for these cars, so that the result is a room which would be an ornament to any private house. It is also noticeable at once that the tables are large and that there is an unusual amount of space between them for the chairs. In the diningroom meals are served in the carts at any time. The Great Western menu is unexcelled and the effort is made to furnish the best in quality and service at the lowest prices, rather than to provide an elaborate and bewildering variety.

Beyond the diningroom is the parlor, separated from the latter by a short passageway with toilet rooms on either side. The parlor has wide windows, easy chairs and everything that can be provided for the comfort of travelers. Like the diningroom the style is colonial, the walls being of green hurlup, with a frieze decorated in relief in ivory, and the wood work of light mahogany. The traditions of car design have



CHICAGO GREAT WESTERN PARLOR CAR, INTERIOR VIEW.

been entirely abandoned and this parlor has been made to look like a beautiful room in a house, rather than a section of a car. How attractive this has proved may be seen from the photographs. At one end of the room is a table for books and papers and over it a large, oval mirror, set in an ivory, colonial frame. In another corner is a fully equipped bookcase and writing desk. The floor is, of course, heavily carpeted.

Beyond the parlor, and in the rear of the car, is the smoking and observation room. This room, as its name implies, is almost all window, but is provided, like the parlor, with comfortable, easy chairs, which can be moved about without trouble. It also has a luxuriantly upholstered, wide corner-seat, with a convenient small table, similar to the corner in the Great Western club car on its limited trains. This room is luxuriantly carpeted and has every appointment in its way. It is finished in "Empire" style and considerable ornamental brass is used in the decoration. The ceiling is domed and of an original and attractive design. The end windows are cut down to the floor, so as to give an uninterrupted view, and the wide, open platform is provided with an awning, so that it may be used as a piazza in summer.

These cars are, of course, heated by steam, lighted with gas and provided with hot and cold water and all the modern improvements.

Many of the original features in the design and ornamentation of this equipment, are due to the refined taste of Mr. Tracy Lyon, the assistant general manager of the road, who has given unusual attention to the application of elegant house furnishing and adornment to passenger cars.

THE NORTHERN SECURITIES COMPANY

On April 9, 1903, in *United States v. Northern Pacific Railway Company*, the United States Supreme Court rendered a decision in favor of the Northern Pacific Railway Company. The Court held that the stock of the Northern Pacific Railway Company, as held by the Northern Securities Company, was not in restraint of trade and commerce, and that the Northern Securities Company was not in violation of the anti-trust act of July, 1890. In carrying out the proposed plan, the Northern Securities Company had acquired the stock of the Northern Pacific companies, held by the Securities Company, in exchange for the stock of the Northern Securities Company. The Court held that the acquisition of the stock of the Northern Pacific companies by the Northern Securities Company was not in restraint of trade and commerce, and that the Northern Securities Company was not in violation of the anti-trust act of July, 1890.



CHICAGO GREAT WESTERN PARLOR CAR, OBSERVATION END.

further stock or voting such stock or exercising any control over the companies, and enjoined the Northern Pacific and Great Northern companies from permitting such stock to be voted by the Northern Securities Company and from paying any dividends to the Securities Company on account of such stock. The Northern Securities and the other defendant companies and individuals appealed to the United States Supreme Court, and arguments upon the appeal were heard in Washington this week, beginning on Monday, December 14. The various appellants were represented by the following named attorneys, who filed arguments or briefs, of which it is proposed in this article to give abstracts: For the Northern Securities Company, W. P. Clough, general counsel, New York; John G. Johnson, Philadelphia; George B. Young, New York; Griggs, for the Northern Pacific, P. W. Bunn, general counsel, Saint Paul; for the Great Northern, M. D. Grover, general counsel, Saint Paul; for J. Pierpont Morgan and others, F. S. Stetson and David Wilcox.

The Case of the Government Prosecutor.

Attorney-General Philander C. Knox presented the case for the United States, the complainant in the original suit, in a brief of 180 pages, under the following captions:

- I. Description of the parties.
- II. Great Northern and Northern Pacific railways are competing interstate lines.
- III. Facts showing a combination of the two railways and a monopoly of their traffic.

The issues of law:

- "1. Has a combination been accomplished by means of

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Beyond the diningroom is the parlor, separated from the latter by a short passageway with toilet rooms on either side. The parlor has wide windows, easy chairs and everything that can be provided for the comfort of travelers. Like the diningroom the style is colonial, the walls being of green burp, with a frieze decorated in relief in ivory, and the wood work of light mahogany. The traditions of car design have



CHICAGO GREAT WESTERN PARLOR CAR, INTERIOR VIEW.

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THE NORTHERN SECURITIES COMPANY VS. THE UNITED STATES

On April 9, 1903, in *United States v. Northern Securities Company*, a decision was rendered in the United States Supreme Court. The case was argued in the Circuit Court of Appeals for the Sixth Circuit in St. Paul, Minn., on January 14, 1902. The Northern Securities Company, a corporation organized in the State of New York, had acquired the stock of the Northern Pacific Railway Company, the Great Northern Railway Company, the Great Western Railway Company, and the Northern Railway Company, all of which were operating in the United States. The United States government brought suit against the company, alleging that the acquisition of the stock of the Northern Pacific Railway Company, the Great Northern Railway Company, the Great Western Railway Company, and the Northern Railway Company, was in violation of the anti-trust laws of the United States, and that the company was engaged in a combination in restraint of trade and commerce, such as the anti-trust act denounces as illegal; it enjoined the Securities Company from acquiring

THE NORTHERN SECURITIES COMPANY VS. THE UNITED STATES

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CHICAGO GREAT WESTERN PARLOR CAR, OBSERVATION END.

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Jan. 2, 1904.

Some Other Conveniences.

NEW COMPOSITE CARS ON PENNSYLVANIA LINE

HOW CAR BUILDERS USED INGENUITY AND TASTE.

PALACES ON PAPER WHEELS

New composite observation cars have been placed on train No. 28, of the "New York Limited," and train No. 27, of the "St. Louis Limited," of the Pennsylvania railroad. The mere statement that these new composite observation cars have been placed in service does not nearly suffice, however, for the cars are said to be the finest of any observation cars in the country for the use of the general public. They are just from the Pullman shops and do not bear a scratch on their glossy exteriors or interiors.

They are practically the same, and a description of one, the Kestoworth, would suffice for all. The exterior of the car is in Ruscan red, the "official" color for Pennsylvania equipment, and gold. It is equipped with six-wheel trucks, and the wheels are of paper with steel rims. At one end of the car is the large open observation platform, with a capacity of sixteen camp stools, and surmounted by a large dome tinted in light green and furnished with a cluster of incandescent electric lights.

Writing-Room and Library.

Leading directly from this platform is a large observation compartment, the color scheme for which is green. About the sides of this compartment are luxurious easy chairs for eighteen persons. Next to this is the writing-room and library—just a small room, but fitted with a well-stocked bookcase and a mahogany writing desk and a place where letters and telegrams may be deposited. The desk and other fittings of this room are of mahogany and the desk is so arranged that when it is opened a small incandescent light in its interior is lighted.

From this library and reading-room, and extending the entire length of the remainder of the car is a series of compartments about three feet wide, with large plate-glass windows on one side and six private compartments on the other side. These compartments are roomy and are fitted with the latest conveniences known to car builders. Each is the same in size and equipment and has a ceiling of light green, but the interior finish of each is different.

Finish of Compartments.

In each the side walls are covered with a different wood and all of these walls are inlaid in an artistic manner. In one compartment the wood is mahogany, in another birch, in some, maple, in another, white oak, in another, hickory, and in each the panel is, usually first class. One of the most pleasing of the rooms is painted in stucco and is inlaid with a design of seven beautiful floral designs, with mahogany.

The rooms are heated by four "radiators," and electric lights, in incandescent bulbs, and they are fitted with such conveniences as washstands, compasses and sundials, and a name in the wall. The summer air is purified for the means of an electric appliance for heating during winter. Doors are between each compartment and leading into the observation platform. We do not think the compartments may be completely isolated from one another, but as rooms are desirable may be through any one.

In the doors between the various compartments are long mirrors. At the other end of the car from the observation platform is a small compartment containing a Buker heater, by which the car may be heated when it is disconnected from its train. The car is also supplied with burners for kerosene gas, to be used in case of need. Another pleasing feature of the trains in which these cars have been placed is the presence of a barber, with all of the tools of his trade, and a colored maid. The "New York Limited," with these various attractions, leaves this city for New York at 6:30 p. m. daily, and the "St. Louis Limited," with similar attractions, leaves this city daily at 7 a. m. for St. Louis.

AMERICAN

Dec. 30, 1902.

American - Dec 30 Human Beings Steamed to Death

Please Observe That Cars PROPERLY BUILT Would Have Saved Them.

You have read the horrible details of the wreck near Connellsville in Pennsylvania.

Scores were killed, other scores injured seriously.

FORTY DIED HORRIBLY, ACTUALLY PARBOILED BY THE

STEAM FROM THE LOCOMOTIVE.

In a nation where practically all the people travel, where millions upon millions are moved every day upon suburban lines, and on long journeys, this wholesale butchery of passengers is personally and intensely interesting to every inhabitant.

Have you noticed one thing in connection with this dreadful loss of life?

THE PASSENGERS IN THE PULLMAN CARS WERE NOT INJURED.

Is the meaning of that fact clear to you?

It means that those lives would not have been lost had the ORDINARY PASSENGER COACHES BEEN BUILT SOLIDLY AND WITH A VIEW TO THE SAFETY OF THE PUBLIC REGARDLESS OF COST.

This is not a criticism of the particular railroad on which the accident occurred.

On all railroads managed for individual profit the ordinary crowd of travelers must travel in ordinary, flimsy cars that smash into kindling wood most readily.

Those who are willing to pay an extra price may travel in Pullman cars and thus insure their lives.

The smoking car, in which more than forty human beings were boiled to death in hot steam, fell over on top of the locomotive and the floor smashed in like cardboard, admitting the steam which killed so many. If that had been a Pullman car the floor would not have broken in.

In time the railroads will be owned and managed by the people in the interests of the people.

When that time comes, thanks to the influence of votes which will control the spending of money, EVEN THE ORDINARY PASSENGER WILL TRAVEL IN A CAR STRONGLY BUILT AND WILL NOT BE EXPOSED TO DEATH FOR THE SAKE OF ECONOMY.

SAFETY SAFEGUARD PASSENGERS.

His Measure Will Compel the Use of Non-Combustible Materials and the Doing Away With Stoves and Lamps

State Senator Victor J. Dowling will introduce, during the first week of next session, his Legislature, a bill to secure better safeguards for the travelling public upon sleeping cars in this State.

The bill is intended to force The Pullman Company and other car renting companies to furnish sleepers constructed up as to be practically fireproof, non-tele-scapable, and equipped with the latest standard appliances for securing the safety and comfort of patrons.

The dangerous and unsanitary Pullman hinged upper berth is abolished, kerosene and gas for lighting is prohibited, the use of old-time Pullman collecter journals in place of the modern lighter and stronger standard truck recommended by the Master Car Builders' Association is forbidden, and motor-action air brakes now in use in all rail-cars, save Pullman sleepers and all rail cars, made obligatory.

The bill aims to force railroads to build all new cars in accordance with these specifications, and provides that all sleeping cars operated in the State shall conform to the specifications within six years. The percentage style cars being retired each year.

The bill is the outgrowth of a demand from the travelling public for a cessation of allway horrors caused by smoking, the heating of the fireproofing and metallic heating of cars might reasonably be applied to the construction of all passenger coaches, their application to sleeping cars has been chosen because these coaches pay extra revenue to the roads, and presumably are being costlier and presumably are, it is held that they ought to surridge the sleeping passenger with satisfactory safe life pay.

The bill was drawn after long and arduous consideration of the question, and consultation with eminent car builders, and it is one of its provisions is beyond the reach of constructors.

Copper Sheathed Cars.

The sheathing of cars with metal has been accomplished in a variety of ways. The ordinary citizen imagines that a car, to be fireproof, must be constructed of boiler plate riveted to a steel skeleton, resulting in an armored car used for military purposes.

This idea is erroneous. For seven years in New York, New Haven and Hartford Railroad has used copper sheathed cars, which are indistinguishable from any ordinary car.

The Pennsylvania Railroad is copper-sheathing the cars now hauling its Allegheny shops and designed for the tunnel work in the North River.

Gradually railroad companies are breaking away from this idea of sheathing. New plans perfected in the seventeen, New York, New Haven & Hartford, New Haven & Hartford, Chicago, St. Paul & Milwaukee, Canadian Pacific, Great Northern, International, Georgia Central and Dominion Atlantic.

These roads employ 2,632 miles of road and hold in some cases, and operate in all, 1,000 sleeping cars.

It is among the new cars on these roads that the nearest approach to the standard can be found.

Take the illustration nearest home, the New York, New Haven & Hartford affords an example of what a sleeping car can be done in a sleeping car building.

A car now standing in the car shops at New Haven, in New Haven, is a fine example of the doing away and the doing away of the hinged upper berth and a new model.

EXAMINER Sept. 27, 1903. NEW LAW WHICH WILL SAFEGUARD THE PASSENGERS.

AN Act to Amend the Railroad Law by Requiring Fireproof and Safer Construction of Sleeping Cars Used Within the State.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Chapter 39 of the General Laws, known as the Railroad Law, is hereby amended by adding thereto the following, to be known as Section 85, Subdivisions 1 to 5 inclusive:

- Subdivision 1. That from and after July 1, 1904, every new sleeping car which is to be used in this state shall be constructed and equipped in accordance with the following requirements:
 - (a) The exterior shall be sheathed with metal, and the interior lined with metal or other non-combustible material.
 - (b) All woodwork, fabric or other material used in construction, decoration, fittings or otherwise, shall be subjected to such treatment or process as will make it non-combustible.
 - (c) The lighting shall be by a method or process other than kerosene or gas.
 - (d) No stove or furnace shall be kept inside or upon or shall be suspended from such car.
 - (e) Upper berths shall not be hinged to the ceiling or sides of such cars.
 - (f) Trucks and wheels of such cars shall be of the Master Car Builders' type and standard.
 - (g) The brakes on all such cars shall be of the kind or description generally known as quick-action brakes.
 - (h) All steam valves shall be so located that they may be operated from the platform of such cars.
 - (i) The platforms and ends of all such cars shall be constructed in the manner best calculated to render the cars non-tele-scapable.

Subdivision 2. That from and after July 1, 1904, no new sleeping cars shall be used in this state until the Board of Railroad Commissioners shall have made and filed with its secretary a certificate that all of the requirements set forth in subdivision 1 hereof have been complied with in the construction of such cars.

Subdivision 3. That from and after July 1, 1904, there shall be constructed and equipped in accordance with the requirements of subdivision 1 hereof at least twenty (20) percentum of all sleeping cars used by every company operating a line of railroad within the State, and it shall be unlawful for any company operating a line of railroad within this State to use or haul in any year a greater percentage of sleeping cars unequipped and not constructed in accordance with all the requirements of subdivision 1 hereof than herein above specified: to wit: during the year ending July 1, 1905, eighty percentum thereof during the year ending July 1, 1906, sixty percentum thereof; during the year ending July 1, 1907, forty percentum thereof; during the year ending July 1, 1908, twenty percentum thereof. On and after July 1, 1909, it shall be unlawful for any company operating a railroad line within this State to use or haul any sleeping car that is not constructed and equipped in accordance with the provisions of subdivision 1 hereof.

Subdivision 4. That on or before September 1, 1904, every company operating a line of railroad within this State shall file with the Board of Railroad Commissioners a verified statement of the number of sleeping cars used or hauled by it constructed and equipped in accordance with the requirements of subdivision 1 hereof, and shall thereafter annually in the month of September for the ensuing five years file with said board a verified report of the number of sleeping cars used or hauled by it during the preceding year constructed and equipped, and the number not constructed and equipped in accordance with the requirements of subdivision 1 hereof.

Subdivision 5. That any railroad or other company using, hauling or permitting to be used or hauled on its line or lines sleeping cars in violation of the provisions of this act shall be liable to a penalty of one thousand dollars for each car so used or hauled or permitted to be so used or hauled, to be recovered in an action to be brought by the Attorney-General, in the name of the people, in any judicial district, and it shall be the duty of the Board of Railroad Commissioners of this State to notify the Attorney-General of all such violations coming to its notice.

Subdivision 6. All acts or parts of acts inconsistent with the provisions of this act are hereby repealed.

speed, cannot be tipped over save under most extraordinary conditions, cannot catch fire and slowly burn, improve over old-time cars, and cannot spontaneously burst into flame as now frequently happens. If it is derailed and used it will roll over and over without breaking up. It is practically fireproof and destructible.

It will be sanitary and cleanly, without the Pullman abolitionism of upper berths hinged to the walls, threatening the life of the occupant and the passenger in the event of a fire, and the wearing of the bed clothing in a stagnant, superheated atmosphere during the day. The deadly

reek of present day car constructors, better, now prohibited by law in this and many other States, but still always present and dangerous. The use of kerosene and the lighting will be entirely from stored electricity and the steam heating apparatus will be controlled from the platforms, so that the danger now suffered by passengers will be done away with.

Illustrated articles, examples of the most advanced car building, paralleled with experience in the methods of construction, proving that none of the demands the proposed law are beyond the reach of present day car constructors.

SOME OF THE DEFECTS OF THE PULLMAN CAR.

- They are not fireproof.
- They are not sheathed with metal.
- They have stoves and heaters.
- Many are lighted with combustible gas and oil.
- They are not non-tele-scapable.
- They have not "standard" trucks.
- They have not the strongest platform construction.
- They are poorly ventilated.
- The steam heating connection is not controlled from platforms.
- They have not quick action air brakes.
- They are unduly heavy.

Must Withstand Collision.

While this car embodies many of the most recent advances in construction, embracing those demanded in subdivision 1, letters D, F, G, H and I in the bill, it is very far behind the cars projected by the management of the road, which will be fireproof within and without, sheathed with copper and lighted by electricity.

In a word, the New York, New Haven & Hartford purposes to build sleeping cars exactly on the lines of Senator Dowling's bill.

The sleeping car of the future, thus demanded by the travelling public, must be so constructed that it cannot be tilted or upset in a head-on collision at high

TO SAFEGUARD PASSENGERS.

His Measure Will Compel the Use of Non-Combustible Materials and the Doing Away With Stoves and Lamps

State Senator Victor J. Dowling will introduce, during the first week of next session's Legislature, a bill to secure better safeguards for the travelling public upon sleeping cars in this State.

The bill is intended to force the Pullman Company and other car renting companies to furnish sleepers constructed up to and practically fireproof, non-telescopic, and equipped with the latest standard appliances for securing the safety and comfort of patrons.

The dangerous and unsanitary Pullman hinged upper berth is abolished, kerosene and gas for lighting is interdicted, the use of old-time Pullman collector journals in place of the modern lighter and stronger standard truck recommended by the Master Car Builders' Association is forbidden, and quick-action air brakes now in use on all rest-cars, save Pullman sleepers and arlor cars, made obligatory.

The bill aims to force railroads to build all new cars in accordance with specifications, and provides that all sleeping cars operated in the State shall conform to the specifications within six years. Sixty per cent of old style cars being retired each year. The bill is the outgrowth of a demand from the travelling public for a cessation of the horrors usually attending sleeping cars.

While the fireproofing and metallic heating of cars might reasonably be applied to the construction of all passenger cars, their application to sleeping cars has been chosen because these coaches pay a revenue to the State and being costly and presumably safe, it is held that they ought to surround the sleeping passenger with maximum care which he pays.

The bill was drawn after long and serious consideration of the question, and confers with eminent car builders, and some of its provisions is beyond the reach of contractors.

Copper Sheathed Cars.

The sheathing of cars with metal has been accomplished in a variety of ways. The ordinary citizen imagines that a car, to be fireproof, must be constructed of boiler plate riveted to a steel skeleton, resembling an armored car used for military operations.

This idea is erroneous. For seven years ago the New York, New Haven & Hartford Railroad has used copper sheathed cars, which are indistinguishable from any ordinary car.

The Pennsylvania Railroad is copper-sheathing the cars now building at its Altoona shops and designed for the tunnel under the New York River.

Gradually railroad companies are being used from their old style cars removed after plans perfected in the twenties. At New Haven, Chicago, St. Paul & Northern, Canadian National, Georgia Central and International Atlantic.

NEW LAW WHICH WILL SAFEGUARD THE PASSENGERS.

AN Act to Amend the Railroad Law by Requiring Fireproof and Safer Construction of Sleeping Cars Used Within the State.

The People of the State of New York, represented in Senate and Assembly, do enact as follows: Chapter 319 of the General Laws, known as the Railroad Law, is hereby amended by adding thereto the following, to be known as Section 85, Subdivisions 1 to 15 inclusive:

- Subdivision 1. That from and after July 1, 1904, every new sleeping car which is to be used in this state shall be constructed and equipped in accordance with the following requirements:
 - (a) The exterior shall be sheathed with metal, and the interior lined with metal or other non-combustible material.
 - (b) All woodwork, fabric or other material used in construction, decoration, fittings or otherwise, shall be subjected to such treatment or process as will make it non-combustible.
 - (c) The lighting shall be by a method or process other than kerosene or gas.
 - (d) No stove or furnace shall be kept inside or upon or shall be suspended from such cars.
 - (e) Upper berths shall not be hinged to the ceiling or sides of such cars.
 - (f) Trucks and wheels of such cars shall be of the Master Car Builders' type and standard.
 - (g) The brakes on all such cars shall be of the kind or description generally known as quick-action brakes.
 - (h) All steam valves shall be so located that they may be operated from the platforms of such cars.
 - (i) The platforms and ends of all such cars shall be constructed in the manner best calculated to render the cars non-telescopic.

Subdivision 2. That from and after July 1, 1904, no new sleeping cars shall be used in this state until the Board of Railroad Commissioners shall have made and filed with its secretary a certificate that all of the requirements set forth in subdivision 1 hereof have been complied with in the construction of such cars.

Subdivision 3. That from and after July 1, 1904, there shall be constructed and equipped in accordance with the requirements of subdivision 1 hereof at least twenty (20) per centum of all sleeping cars used by every company operating a line of railroad within the State, and it shall be unlawful for any company operating a line of railroad within this State to use or haul in any year a greater percentage of sleeping cars unequipped and not constructed in accordance with all the requirements of subdivision 1 hereof than herein above specified—to wit: during the year ending July 1, 1905, eighty per centum thereof during the year ending July 1, 1906, sixty per centum thereof; during the year ending July 1, 1907, forty per centum thereof; during the year ending July 1, 1908, twenty per centum thereof. On and after July 1, 1909, it shall be unlawful for any company operating a railroad line within the State to use or haul any sleeping car that is not constructed and equipped in accordance with the provisions of subdivision 1 hereof.

Subdivision 4. That on or before September 1, 1904, every company operating a line of railroad within this State shall file with the Board of Railroad Commissioners a verified statement of the number of sleeping cars used or hauled by it constructed and equipped in accordance with the requirements of subdivision 1 hereof, and shall thereafter annually in the month of September for the ensuing five years file with said board a verified report of the number of sleeping cars used or hauled by it during the preceding year constructed and equipped, and the number not constructed and equipped in accordance with the requirements of subdivision 1 hereof.

Subdivision 5. That any railroad or other company using, hauling or permitting to be used or hauled on its line or lines sleeping cars in violation of the provisions of this act shall be liable to a penalty of one thousand dollars for each car so used or hauled or permitted to be so used or hauled, to be recovered in an action to be brought by the Attorney-General, in the name of the people, in any judicial district, and it shall be the duty of the Board of Railroad Commissioners of this State to notify the Attorney-General of all such violations coming to its notice.

Subdivision 6. All acts or parts of acts in compliance with the provisions of this act are hereby repealed.

...ced, cannot be tipped over save under fire and slowly roasts its imprudent occupant, and cannot spontaneously burst into flame as now frequently happens. If it is derailed and upset it will roll over and over without breaking up. It is practically indestructible.

It will be sanitary and cleanly, without the Pullman abomination of upper berths hinged to the walls, threatening the life of the occupant and the passenger in the event of a collision. It will be clean, with the bed clothing in a stagnant, unperfumed atmosphere during the day. The deadly

SOME OF THE DEFECTS OF THE PULLMAN CAR.

- They are not fireproof.
- They are not sheathed with metal.
- They have stoves and heaters.
- Many are lighted with combustible gas and oil.
- They are not non-telescopic.
- They have not "standard" trucks.
- They have not the strongest platform construction.
- They are poorly ventilated.
- The steam heating connection is not controlled from platform.
- They have not quick action air brakes.
- They are unduly heavy.

Must Withstand Collision.

While this car embodies many of the most recent advances in construction, exceeding those demanded in sub-division 1, letters D, F, G, H and I in the bill, it is very far behind the cars projected by the management of the road, which will be fireproof within and without, sheathed with copper and lighted by electricity.

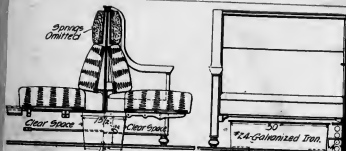
A word, the New York, New Haven & Hartford proposes to build sleeping cars exactly on the lines of Senator Dowling's bill. The sleeping car of the future, thus demanded by the travelling public, must be so constructed that it cannot be tipped over in a head-on collision at high

reach of present day car constructors.

RAILWAY AGE
Jan. 8, 1904.

An Improved Pullman Car Seat.

The Pullman Company have recently been making some improvements in construction of their cars and the one relating to the arrangement of the under portion of the seats will be appreciated by all passengers who use Pullman cars. In the former construction wooden boxes occupy almost all the space under the seat. In the new construction these are replaced by a galvanized iron box which is shown in our



NEW PULLMAN CAR SEAT SHOWING LARGER SPACE FOR BAGGAGE.

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Pullman Company Exempt.—Judgment for \$5,000 having been rendered against the Chicago & Alton Railroad Company on account of the death of a passenger who fell from the vestibule of a Pullman car on that road, the railroad appealed to the Supreme Court of Michigan, asking that if the verdict were affirmed the Pullman Company should share in the damages, the jury having held that the vestibule fastenings of the sleeping car were out of order. But the court held that the passenger's contract for carriage was only with the railroad company and affirmed the judgment.

The decline in iron and steel prices during 1903 is shown by the following table, prepared from reports in Pittsburgh papers:

	January	July	December
Hessemer pig	\$21.85	\$19.25	\$14.00
Gray forge	20.50	17.75	12.25
Bar iron, common	1.75	1.65	1.35
Hessemer billets	31.00	28.00	23.00
Iron	1.70	1.60	1.60
Angles	1.90	1.80	1.60
Sheet, No. 28	2.80	2.60	1.60
Tank plate	1.60	2.75	2.40
Wire nails	1.40	1.60	1.60
Cut nails	1.90	2.00	1.90
Foundry iron, No. 2 Northern	22.00	21.5	1.90
Foundry iron, Southern	22.25	17.80	14.10
Coke, furnace	\$8.25 to \$7.75	\$3.25 to \$3.0	\$1.50 to 1.75
Coke, foundry	6.50 to 6.00	4.50 to 3.50	2.00 to 2.25

T. A. Phillips, formerly assistant general manager of the Florida Central & Peninsular, died at Dayton, O., on December 24, at the age of sixty-nine years. He was born at New Hampton, N. Y., on November 2, 1834, and began railway work in 1848 with the New York Lake Erie & Western as station clerk. He served in minor positions with that road until 1865, when he was appointed division superintendent. He was general manager of the road from 1883 to July, 1885. In November, 1885, he was appointed assistant general superintendent of the Florida Railway & Navigation Company, and from August, 1888, to April, 1889, was superintendent of transportation of the East Tennessee Virginia & Georgia. He returned to the Florida Central & Peninsular, formerly the Florida Railway & Navigation Company, in April, 1889, as assistant general manager, but resigned in June, 1900, since which date he had not been in railway service.

INTER OCEAN
Jan. 9, 1904.

CAR TRUST CUTS SALARIES.

Foundry Company Pay of Officers Reduced 10 to 50 Per Cent. Special Dispatch to The Inter Ocean.

NEW YORK, Jan. 8.—The American Car and Foundry company, the so-called "car trust," which cut its common stock quarterly dividend from 1 to 3/4 per cent on Wednesday, on account of decreased earnings, has taken further drastic action today, toward economy by reducing the salaries of officers from 10 to 80 per cent in all its plants. The company controls about fourteen car manufacturing plants, and several hundred employees will be affected by the reduction, which averages about 35 per cent. No estimate was made of the saving effected by this wholesale reduction.

CHRONICLE
Jan. 14, 1904.

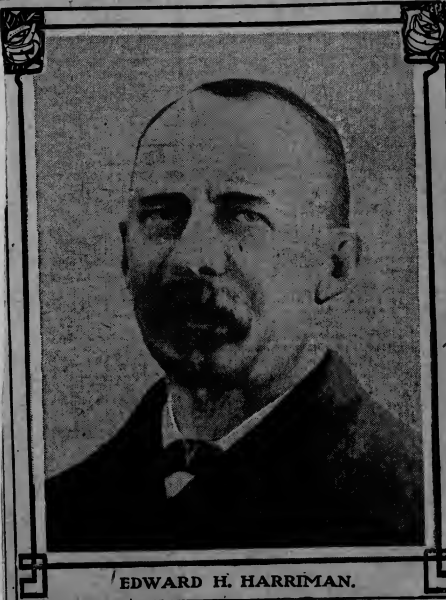
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American Car Company Makes General Reduction at All Plants.

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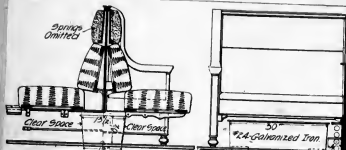
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Pullman Company Exempt.—Judgment for \$5,000 having been rendered against the Chicago & Alton Railroad Company on account of the death of a passenger who fell from the vestibule of a Pullman car on that road, the railroad appealed to the Supreme Court of Michigan, asking that if the verdict were affirmed the Pullman Company should share in the damages, the jury having held that the vestibule fastenings of the sleeping car for carriage was only with the railroad company and affirmed the judgment.

The decline in iron and steel prices during 1903 is shown by the following table, prepared from reports in Pittsburgh papers:

	January	July	December
Bessemer pig	\$21.85	\$19.25	\$14.00
Gray iron	20.20	17.75	12.25
Hot iron, common	1.75	1.65	1.35
Hessner billets	31.00	28.00	23.00
Iron	1.70	1.60	1.50
Angles	1.90	1.80	1.60
Sheet, No. 28	2.80	2.75	2.40
Tank plate	1.60	1.50	1.40
Wire nails	1.90	2.00	1.90
Cast iron	2.10	2.15	1.90
Pouduy iron, No. 2 Northern	22.00	17.85	14.10
Pouduy iron, Southern	22.25	17.80	13.25
Lake, furnace	\$0.25 to 0.75	\$3.25 to 2.80	\$1.50 to 1.75
Lake, foundry	0.50 to 0.60	4.50 to 2.30	2.00 to 2.25

T. A. Phillips, formerly assistant general manager of the Florida Central & Peninsular, died at Dayton, O., on December 24, at the age of sixty-nine years. He was born at New Hampton, N. Y., on November 2, 1834, and began railway work in 1848 with the New York Lake Erie & Western as station clerk. He served in minor positions with that road until 1865, when he was appointed division superintendent. He was general manager of the road from 1882 to July, 1885. In November, 1885, he was appointed assistant general superintendent of the Florida Railway & Navigation Company, and from August, 1888, to April, 1889, was superintendent of transportation of the East Tennessee Virginia & Georgia. He returned to the Florida Central & Peninsular, formerly the Florida Railway & Navigation Company, in April, 1889, as assistant general manager, but resigned in June, 1900, since which date he had not been in railway service.

INTER OCEAN
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Special Dispatch to the Inter Ocean.

NEW YORK, Jan. 8.—The American Car and Foundry Company, the so-called "car trust," which cut its common stock quarterly dividend from 1 to ¼ per cent on Wednesday, on account of decreased earnings, has taken further drastic action to ward economy by reducing the salaries of officers from 10 to 60 per cent in all its plants. The company controls about fourteen car manufacturing plants, and several hundred employees will be affected by the reduction, which averages about 35 per cent. No estimate was made of the saving effected by this wholesale reduction.

CHRONICLE
Jan. 14, 1904.

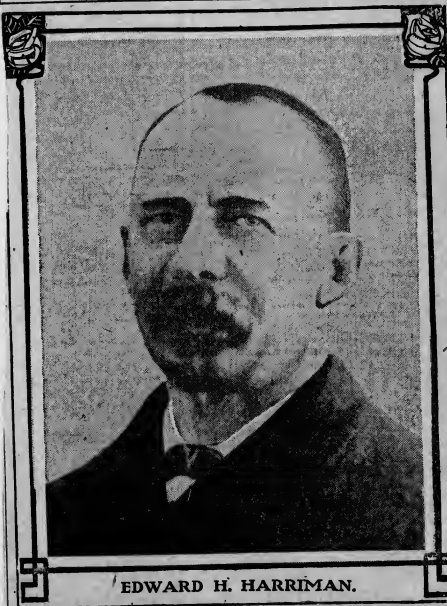
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American Car Company Makes General Reduction at All Plants.

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TRIFUNE
Jan. 12, 1904.

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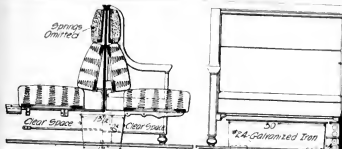
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Bessemer pig	\$21.85	\$19.25	\$14.60
Gray forge	20.50	17.75	12.25
Rev. iron, common	17.5	1.65	1.25
Bessemer billets	37.00	28.00	22.00
Angles	1.70	1.60	1.60
Beams, No. 20	1.90	1.60	1.60
Tank plate	2.80	2.75	2.60
Wire nails	1.00	2.00	1.00
Flat nails	1.00	2.00	1.00
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INTER OCEAN

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CHRONICLE

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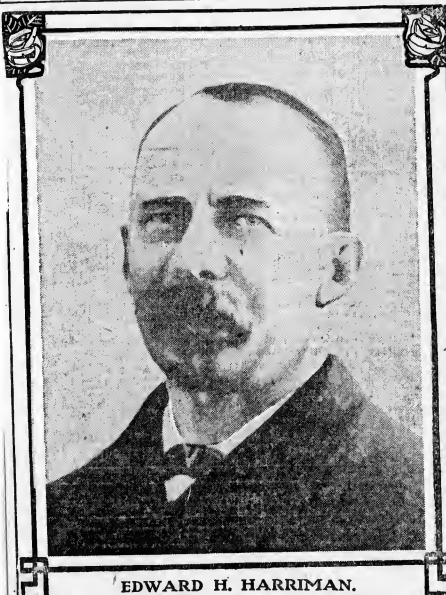
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A CALL FOR STRONGER PASSENGER CARS.

The Pullman Company recently made the very significant statement that, during the year ending September 1, 1903, not a single passenger was killed or injured on a Pullman car in the State of New York. They also announced that although in the past three years the company had carried in all parts of the United States a total of 32,639,341 passengers, only six persons were killed (in two disastrous wrecks) and only four persons were seriously injured.

Compare these figures with the official statistics of railroad accidents in any given year, say for the year 1902, when 345 passengers were killed and 6,683 were injured. Of the thirty-two and a half million passengers that were carried in the three years in Pullman cars, only one in every three and a quarter million was killed or injured; but of the 440,000,000 passengers carried during the year 1902 in ordinary cars, over 7,000 passengers, or about one in every 92,000, were killed or injured. In other words, of two passengers who board a train together, he who enters a Pullman car has thirty-six chances of reaching the end of his journey in safety against one chance of his fellow passenger who enters an ordinary day coach.

Those of us who read between the lines in the accounts of railroad disasters, that appear with such shocking frequency in the columns of the morning papers, will not be at all surprised at these figures. The story of the smash-up, if it be a collision, may vary in details; but the general features will have a marked similarity. Thus the man of the smoker and first day coach, which in all probability will telescope into each other, will divide up the list of casualties pretty evenly between killed and injured; unless, indeed, a broken steam pipe is accountable for the parboiling of the whole mass of unfortunates; while incidentally the account will mention that the Pullman cars, after extending their momentum in crushing up the lighter first-class coaches, smokers, baggage cars, etc., came to rest, without any serious injury, and more often than not without even leaving the rails. Should they leave the rails and roll down an embankment, the passengers are pretty sure to escape with the conventional "had shaking up."

Now, what do these results teach us? Just this—that if we cannot make railway travel safe by installing the very best signal systems, and by the careful selection of enginemen and train hands, switchmen, and operators; if we must forever go on having railway smashes, we can at least save the limb and the life of the passenger by building cars on the lines of the Pullman and rendering them practically accident-proof.

The strength of the Pullman car lies in its very massive underframe, the heavy steel angles and plating that are worked into the vestibule ends, and the massive vertical vestibule frames, which prevent the platforms from riding one upon another and shearing their way through the structure of the adjoining car. There is no question that it would be possible greatly to increase the safety of ordinary passenger travel, by constructing all railroad cars on the vestibule principle and building into the platforms that steel framing, which is largely answerable for the immunity from destruction in bad railroad wrecks of the present Pullman car. The railroad companies will naturally raise the objection that to give to all cars the strength of Pullman construction would so greatly increase the weight of trains, that the engines would be unable to cope with the service. But it is a fact that the strength and indestructibility of the Pullman car could be imparted to the ordinary first-class coach without any serious increase in the weight of the latter. The Pullman car

is loaded down with a lot of unnecessary weight both in its structure and in its embellishments, which could be got rid of in the proposed type of car. A considerable saving of weight might be made by building the underframe, the sides below the sills, the platforms, and the vestibules, entirely of steel. This, indeed, has been done by the Illinois Central Railroad, to which too great credit cannot be given for the advance that has been made in its new steel passenger cars.

The steel passenger car is not by any means a novelty. In fact, between thirty and forty years ago, one of this type was constructed in this country and formed the subject of illustration in the columns of the SCIENTIFIC AMERICAN, while in Europe not only are the underframes of all cars built of steel, but there is a large number of freight cars of various types of metal construction that have proved their durable qualities by nearly half a century of service. In a railway collision it is always the weakest element that gives way. When telescoping occurs it is the oldest car that is sliced in half by the platform of the adjoining car. With trains built entirely of steel cars, or cars with steel underframes, the injuries of a collision would be confined very largely to bruises and some broken limbs, due to the passengers being hurled violently forward under their own momentum. But the horrible dismemberment, the wholesale crushing out of life, now due to the telescoping of cars, would be of very rare occurrence. Indeed, with steel cars it is questionable whether telescoping would extend, even in the most severe collisions, much beyond the first eight or ten feet in the car.

In view of the shameful slaughter that has lately been going on upon our railroads in a series of accidents that is nothing short of a national disgrace, it becomes the duty of legislation to stipulate that for all new passenger cars, a certain minimum standard strength and excellence of construction shall be specified. By the mandate of the government we have the automatic coupler and the train brake; the time has now come for the government to demand for every passenger on the railroad the same immunity from maiming and death as is shown by the Pullman Company, in their statement of only ten persons killed or wounded out of thirty-two and a half million passengers.

TRIBUNE
Jan. 12, 1904.

Railway Officials Contradicted.

Testimony of witnesses connected with large steel and car manufacturing concerns at the hearing before the Interstate commerce commission yesterday brought out facts in contrast to the statements of railway and car manufacturing officials. One of the reasons the latter assigned for advancing freight from the Missouri river to the east was that there had been a decided increase in price of materials used by the railroads.

George F. Brown, general manager of the manufacturing department of the Pullman company testified that the cost of construction of all cars decreased during the last year. Cost of axles and wheels diminished 20 per cent; wrought iron \$10 a ton, or 20 per cent; pig iron 50 per cent, and other articles in proportion. Mr. Brown promised to furnish the commission with statistics regarding the cost of construction of cars ten years ago, five years ago, and at present.

Other witnesses were T. W. O'Brien, miles agent of the Carnegie Steel company, and John J. P. Odell, sales agent for a firm which furnishes ties and posts to railroad companies, and they all testified that there had been no advance in the prices of materials used by railroads.

The session came to an end at noon and the commissioners left for Washington in the evening. Railroad companies were given until March 1 to file briefs.

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Railway Officials Contradicted.

Testimony of witnesses connected with large steel and car manufacturing concerns at the hearing before the interstate commerce commission yesterday brought out facts in contrast to the statements of railway and car manufacturing officials. One of the reasons the latter assigned for advancing freight from the Missouri river to the eastward that there had been a decided increase in price of materials used by the railroads.

George F. Brown, general manager of the manufacturing department of the Pullman company testified that the cost of construction of all cars decreased during the last year. Cost of axles and wheels diminished 25 per cent; wrought iron \$10 a ton, or 25 per cent; pig iron 50 per cent, and other articles in proportion. Mr. Brown promised to furnish the commission with statistics regarding the cost of construction of cars ten years ago, five years ago, and at present.

Other witnesses were T. W. O'Brien, sales agent of the Carnegie Steel company, and John J. P. Odell, sales agent for a firm which furnishes ties and posts to railroad companies, and they all testified that there had been no advance in the prices of materials used by railroads.

The session came to an end at noon and the commissioners left for Washington in the evening. Railroad companies were given until March 1 to file briefs.

Jan. 12, 1904.

PALATIAL DINING-ROOM FINISHED IN MAHOGANY

NEW CAR IN SERVICE ON THE
PENNSYLVANIA.

A MARVEL OF CONVENIENCE

There passed through this city, yesterday afternoon, a new dining car on the Pennsylvania line between St. Louis and New York. This car, and others, "just as good" and just the same, will be used on Pennsylvania trains Nos. 20, 21, 26, 37, 7 and 14. The dining car was a fit companion to the new combination observation cars that recently were put into service by the road.

It would be difficult even to imagine a dining car more conveniently arranged or more beautifully decorated. The exterior presents a handsome appearance, with its new Brunswick paint and its gilt trimmings and its big plate-glass windows, but the exterior gives no idea of the interior.

Dining-Room in Mahogany.

Apparently no expense has been spared in fitting up the dining-room. Its walls are of hand-painted mahogany. The aisle down its center is covered with heavy brussels carpet, of a green color scheme, and the same color scheme is carried out in the ceiling. On one side of the car are five tables, for four persons each, and on the other side are five tables, for two persons. On each table the finest of linen is used, and on this linen is a table service of silver, with satin finish, and small candleholders, in which there apparently are lighted candles.

But they are simply cleverly-constructed electric incandescents. Beside each table is a big, plate-glass window. One of the features of the dining-room that will be much appreciated is the fact that the tables are far enough apart to permit of the chairs being drawn out for a diner without disturbing the diners behind him. At the other end of the dining compartment are cabinets containing liquors and cigars, and a compartment in which is a Baker heater, with which the car may be heated when it is disconnected from the rest of the train. The dynamo for the electric lighting of the car gets its power from the axle of the car wheels, and is equipped with a storage battery that will store enough electricity to supply the car for ten miles to twelve hours.

TRUNKS

Jan. 21, 1904.

Must Pay for Cars Lost in Flood.

The arbitration committee of the American Railway association has decided that the roads on whose tracks a stock of foreign roads was at the time of the Kansas City floods must pay for cars lost or damaged in the floods. The terminal roads in Kansas City sought to escape responsibility on the ground that the results were due to an act of God. The committee's ruling is that the cause of damage to the cars is immaterial.

CHRONICLER

Jan. 30, 1904.

William P. Appleyard, master car builder of the New York, New Haven and Hartford, has tendered his resignation, to take effect Feb. 1. He will become superintendent of equipment for the Pullman company, with headquarters at Chicago.

MANY CITIES AFTER PALACE CAR SHOPS

President Holland Says the Mat-
ter of Location Has Not
Been Decided.

Owing to the fact that certain Holland palace car officials are officers of the Columbus, Greensburg & Richmond Traction Company, many rumors have arisen over the location of the projected shops for the construction of the palace cars.

The latest story is that the shops will be located at Columbus, Ind., and the Commercial Club of that place is making every effort to secure them. H. F. Holland, president of the palace car company, said last night that stories of the location of the plant in various cities were without foundation. He said that the matter of the location had not been taken up carefully as yet, and that there was no reason at this time to announce their removal from Indianapolis.

In any event, the head offices will remain in Indianapolis. In addition to the efforts of other places to land the shops, citizens of Conservville, Greensburg and Richmond are after them. It is said that the matter of a location will be decided within a few months, and that the shops, wherever located, will be on a scale to employ several hundred men.

INTER OCEAN

Jan. 27, 1904.

MANY MAY BE DEAD IN WRECK NEAR LITTLE ROCK

Fort Worth Express, South Bound,
Reported in Bad Accident on Iron
Mountains Railroad.

LITTLE ROCK, Ark., Jan. 27.—The Fort Worth express, south bound from St. Louis on the St. Louis, Iron Mountain & Southern railroad, is reported wrecked near Diaz, five miles north of Newport, Ark.

Many passengers are said to have been injured, if not killed. A relief train has been ordered sent from Little Rock. Wire communication cannot be had with Diaz.

The wrecked train was due in Little Rock at 1:10 this morning. Diaz is 125 miles north of Little Rock.

RECORD-HERALD

Jan. 29, 1904.

The passenger department of the St. Paul has prepared some interesting data for the Massachusetts Institute of Technology regarding electric lighting of trains. The St. Paul now has over 500 cars equipped for electric lighting, and in all cases the dynamo system is used. The records show failures of the light amounting to 5 per cent, about 4 per cent of this is due to engine failures in bad weather. The use of electric light in case of engine failure greatly reduces the danger of fire in event of a wreck.

Jan. 15, 1904.

MASONS TO BURY VETERAN TICKET AGENT ON SUNDAY.

Henry Lihou Had Been at the Old
Depot and Later in Union
Station Since 1876.

Henry Lihou, Union Station ticket agent, died at his home, No. 3338 Page boulevard, yesterday from an attack of rheumatism of the heart.

While Mr. Lihou has been a sufferer



CHIEF TICKET AGENT OF UNION STATION, WHO
WILL BE BURIED SUNDAY FROM NO. 3338 PAGE
BOULEVARD.

from rheumatism for many years, he was at work at his office in the Union Station on Monday last. He was preparing for a trip to Eastern cities to study the best methods for the expeditious handling of the World's Fair business.

Mr. Lihou was born in Gurnsey, England, forty-eight years ago, and came to St. Louis when 18. He was first employed by the Pullman Sleeping Car Company, but finally accepted a place as ticket agent in the old Union Depot in 1876, and has been selling tickets to every part of the country ever since.

He was twice married and leaves two children and a widow, who was Miss Elizabeth Hensley of this city.

Mr. Lihou was a member of George Washington Lodge, A. F. & A. M., and the funeral, which will take place from the home at 2:30 o'clock Sunday afternoon, will be under the auspices of that organization.

INDIANAPOLIS NEWS
Jan. 12, 1904.

ST. LOUIS REPUBLIC
Jan. 15, 1904.

PRELIMINARY DINING-ROOM FINISHED IN MAHOGANY

NEW CAR IN SERVICE ON THE
PENNSYLVANIA.

A MARVEL OF CONVENIENCE

There passed through this city, yesterday afternoon, a new dining car on the Pennsylvania line between St. Louis and New York. This car, and others, "just as good" and just the same, will be used on Pennsylvania trains No. 20, 21, 26, 27, 7 and 14. The dining car was a fit companion to the new combination observation cars that recently were put into service by the road.

It would be difficult even to imagine a dining car more conveniently arranged or more beautifully decorated. The exterior presents a handsome appearance, with its new Caucasian-paint and its gilt trimmings and its big plate-glass windows, but the exterior gives no idea of the interior.

Dining-Room in Mahogany.

Apparently no expense has been spared in fitting up the dining-room. Its walls are of hand-polished mahogany. The side down its center is covered with heavy Brussels carpet, of a green color scheme, and the same color scheme is carried out in the ceiling. On one side of the car are five tables, for four persons each, and on the other side are five tables, for two persons. On each table the finest of linen is used, and on this linen is a table service of silver, with satin finish, and small candlesticks, in which there apparently are lighted candles.

But they are simply cleverly-constructed electric incandescents. Beside each table is a big, plate-glass window. One of the features of the dining-room that will be much appreciated is the fact that the tables are far-enough apart to permit of the chairs being drawn out for a diner without disturbing the diners behind him. At the other end of the dining compartment are cabins containing liquor and cigars, and a compartment in which is a heater, with which the car may be heated when it is disconnected from the train. The dynamo for the electric lighting of the car gets its power from the axle of the car wheels, and is equipped with a storage battery that will store enough electricity to supply the car for ten to twelve hours.

TRIBUTE

Jan. 21, 1904.

Must Pay for Cars Lost in Flood.

The arbitration committee of the American Railway association has decided that the roads on whose tracks rolling stock of foreign roads was at the time of the Kansas City floods must pay for cars lost or damaged in the floods. The terminal roads in Kansas City sought to escape responsibility on the ground that the results were due to an act of God. The committee's ruling is that the cause of damage to the cars is immaterial.

CHRONICLE

Jan. 30, 1904.

William P. Appleyard, master car builder of the New York, New Haven and Hartford, has tendered his resignation, to take effect Feb. 1. He will become superintendent of the equipment for the Pullman company, with his quarters at Chicago.

CHOICES AFTER PLACE CAR SHOPS

President Holland Says the Mat-
ter of Location Has Not
Been Decided.

Owing to the fact that certain Holland place car officials are officers of the Columbus, Greensburg & Richmond Traction Company, many rumors have arisen over the location of the projected shops for the construction of the place car.

The latest story is that the shops will be located at Columbus, Ind., and the Commercial City of that place is making every effort to secure them. H. F. Holland, president of the place car company, said last night that stories of the location of the plant in various cities were without foundation. He said that the matter of the location had not been taken up carefully as yet, and that there was no reason at this time to announce their removal from Indianapolis.

In any event, the head offices will remain in Indianapolis. In addition to the efforts of other places to land the shops, citizens of Connersville, Greensburg and Richmond are after them. It is said that the matter of a location will be decided within a few months, and that the shops, wherever located, will be on a scale to employ several hundred men.

INVER OCEAN

Jan. 27, 1904.

MANY MAY BE DEAD IN WRECK NEAR LITTLE ROCK

Fort Worth Express, South Bound, Reported to Had Accident on Iron Mountain Railroad.

LITTLE ROCK, Ark., Jan. 27.—The Fort Worth express, south bound from St. Louis on the St. Louis, Iron Mountain & Southern railroad, is reported wrecked near Diaz, five miles north of Newport, Ark.

Many passengers are said to have been injured, if not killed. A relief train has been ordered sent from Little Rock. Wire communication cannot be had with Diaz. The wrecked train was due in Little Rock at 1:10 this morning. Diaz is 125 miles north of Little Rock.

RECORD-HERALD

Jan. 29, 1904.

The passenger department of the St. Paul has prepared some interesting data for the Massachusetts Institute of Technology regarding electric lighting of trains. The St. Paul now has over 500 cars equipped for electric lighting, and in all cases the dynamo system is used. The recent loss follows: The light amounting to 5 per cent, and a per cent of this is due to engine failures in bad weather. The use of electric lights, it has been found, greatly reduces the danger of fire in event of a wreck.

MASONS TO BURY VETERAN TICKET AGENT ON SUNDAY.

Henry Lihou Had Been at the Old
Depot and Later in Union
Station Since 1875.

Henry Lihou, Union Station ticket agent, died at his home, No. 3283 Page boulevard, yesterday from an attack of rheumatism of the heart.

While Mr. Lihou has been a sufferer



HENRY LIHOU

Chief ticket agent at Union Station, who will be buried Sunday from No. 3283 Page boulevard.

from rheumatism for many years, he was at work at his office in the Union Station on Monday last. He was preparing for a trip to Eastern cities to study the best methods for the expeditious handling of the World's Fair business.

Mr. Lihou was born in Gurnsey, England, forty-eight years ago, and came to St. Louis when he was first employed by the Pullman Sleeping Car Company, but finally accepted a place as ticket agent in the old Union Depot in 1873, and has been selling tickets to every part of the country ever since.

He was twice married and leaves two children and a widow, who was Miss Elizabeth Handley of this city.

Mr. Lihou was a member of George Washington Lodge, A. F. & A. M., and the funeral, which will take place from the home at 2:30 o'clock Sunday afternoon, will be under the auspices of that organization.

INDIANAPOLIS NEWS
Jan. 12, 1904.

ST. LOUIS REPUBLIC
Jan. 15, 1904.

PALATIAL DINING-ROOM FINISHED MAHOGANY

NEW CAR IN SERVICE ON THE
PENNSYLVANIA.

A MARVEL OF CONVENIENCE

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It would be difficult even to imagine a dining car more conveniently arranged or more beautifully decorated. The exterior presents a handsome appearance, with its new Tuscan-red paint and its gilt trimmings and its big plate-glass windows, but the exterior gives no idea of the interior.

Dining-Room in Mahogany.

Apparently no expense has been spared in fitting up the dining-room. Its walls are of hand-polished mahogany. The side down its center is covered with heavy Brussels carpet, of a green color scheme, and the same color scheme is carried out in the ceiling. On one side of the car are five tables, for four persons each, and on the other side are five tables, for two persons. On each table there is a tablecloth of silver, with satin finish, and small candelabra, in which there apparently are lighted candles.

But they are simply cleverly-constructed electric incandescents. Beside each table is a big, plate-glass window. One of the features of the dining-room that will be much appreciated is the fact that the tables are far enough apart to permit of the chairs being drawn out for a diner without disturbing the diners behind him. At the other end of the dining compartment are cabinets containing liquors and cigars, and a compartment in which is a baker heater, with which the car may be heated when it is disconnected from the rest of the train. The dynamo for the electric lighting of the car gets its power from the axle of the car wheels, and is equipped with a storage battery that will store enough electricity to supply the car for from ten to twelve hours.

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CHRONICLE

Jan. 30, 1904.

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MACHINISTS AFTER PALACE CAR SHOPS

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The latest story is that the shops will be located at Columbus, Ind., and the Commercial Club of that place is making every effort to secure them.

H. F. Holland, president of the palace car company, said last night that stories of the location of the plants in various cities were without foundation. He said that the matter of the location had not been taken up carefully as yet, and that there was no reason at this time to announce their removal from Indianapolis.

In any event, the head officers will remain in Indianapolis in addition to the efforts of other places to land the shops, citizens of Connersville, Greensburg and Richmond are after them.

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EVER OCEAN

Jan. 27, 1904.

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RECORD-HERALD

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MASONS TO BURY VETERAN TICKET AGENT ON SUNDAY.

Henry Lihou Had Been at the Old
Depot and Later in Union
Station Since 1870.

Henry Lihou, Union Station ticket agent, died at his home, No. 2328 Page boulevard, yesterday from an attack of rheumatism of the heart.

While Mr. Lihou has been a sufferer



HENRY LIHOU
Chief ticket agent at Union Station, who will be buried Sunday from No. 2328 Page boulevard.

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Mr. Lihou was born in Gurnsey, England, forty-eight years ago and came to St. Louis when 18. He was first employed by the Pullman Sleeping Car Company, but finally accepted a place as ticket agent in the old Union Depot in 1870, and has been selling tickets to every part of the country ever since.

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TRIMMINGS

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CHRONICLES

Jan. 30, 1904.

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MANY CHILLS AFTER
PALACE CAR SHOPSPresident Holland Says the Mat-
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Been Decided.

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INTER-OCEAN

Jan. 27, 1904.

MANY MAY BE DEAD IN
WRECK NEAR LITTLE ROCKFort Worth Express, South Bound.
Reported in Bad Accident on Iron

Mountain Railroad.
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The wrecked train was due in Little Rock at 11:40 this morning. Diaz is 125 miles north of Little Rock.

RECORD-HERALD

Jan. 29, 1904.

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MASONS TO BURY VETERAN
TICKET AGENT ON SUNDAY.Henry Lihou Had Been at the Old
Depot and Later in Union
Station Since 1870.

Henry Lihou, Union Station ticket agent, died at his home, No. 8338 Page boulevard, yesterday from an attack of rheumatism of the heart.

While Mr. Lihou has been a sufferer



Chief ticket agent at Union Station, who will be buried Sunday from No. 8338 Page boulevard.

from rheumatism for many years, he was at work at his office in the Union Station on Monday last. He was preparing for a trip to Eastern cities to study the best methods for the expeditious handling of the World's Fair business.

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He was twice married and leaves two children and a widow, who was Miss Elizabeth Handley of this city. Mr. Lihou was a member of George Washington Lodge, F. & A. M., and the funeral, which will take place tomorrow, will be under the auspices of that organization.

RAILWAY AGE

Jan. 22, 1904.

THE TEMPERATURE OF SLEEPING CARS.

To the Editors:

I am not an Englishman to whom a temperature of 65 degrees Fahrenheit seems warm or hot. Like most Americans I can get along very well in an indoor temperature of from 68 to 75 degrees. Several days ago I awoke between 2 and 3 o'clock in the morning with the perspiration literally flowing from me. The sleeping car in which I occupied a section must have reached a temperature of 90 or 100 degrees. The porter did what he could to give myself and my fellow sufferers immediate relief by opening windows, etc. A few days later, in another Pullman, I was

awakened at various intervals during the night shivering with cold. To-day I am obliged to keep my room because my system cannot endure parching lips one night and teeth-chattering cold the next. During the past week I have made inquiries of perhaps 20 travelers and almost without exception every one of them had suffered from excessive heat in sleeping cars. The discomforture consequent upon extreme temperatures is in itself enervating, but when unregulated temperatures over which one has no control result in illness with its attendant losses the evil becomes doubly serious. I am anything but a chronic kicker, but I should greatly appreciate it if your valuable paper could come to the rescue of a distressed public.

NORMAL TEMPERATURE.

AMERICAN

Jan. 28, 1904.

DROPS DEAD AT WUNK.

While attending to his duties as watchman at the Pullman Car shop, August Sollenburg, forty-three years old, dropped dead of heart disease.

AMERICAN

Jan. 29, 1904.

DERAILED TRAIN SAVED BY SNOW

St. Joseph, Mich., Jan. 28.—A score of passengers, including many Chicagoans, on the Pere Marquette train No. 8 from Grand Rapids, due in Chicago at 7:30 a. m., had a narrow escape from death at an early hour.

As the train, running at a rate of forty miles an hour, was nearing Benton Harbor, two day coaches and two sleepers left the track. The cars lodged against snow walls, but remained right side up.

The passengers, suddenly awakened from their sleep, rushed from their berths to the platforms of the cars to learn the cause of the accident. Not a passenger was injured, but a brakeman fell from the platform of the rear car and hurt his hip.

The accident was due to the condition of the track, which was covered with ice. Traffic was delayed several hours by the derailed coaches.

RAILWAY AGE

Jan. 29, 1904.

Taxation of Sleeping Cars.—The Supreme Court of the United States, in the case of the State of Tennessee versus the Pullman Palace Car Company, upholds the State law of 1880 taxing sleeping car companies for the passengers carried solely within the State limits, but declares unconstitutional the law of 1887 taxing the cars operated within the State, holding this to be a burden on interstate commerce.

Table Etiquette in Dining Cars.—Among the reforms which President Mellin of the New York New Haven & Hartford has been asked to introduce is that of prescribing rules for table etiquette in dining cars, to the end that the complainant may not be "further disgusted by seeing passengers eat with their knives." Another complaint was that trainmen keep toothpicks in their mouths in the presence of passengers. These outrages should be reported to the Interstate Commerce Commission.

Railway Ticket Not a Contract.

The California Supreme Court, two justices dissenting, has declared that a railroad ticket is not a contract intended to be binding on the parties only as far as the terms expressed, but says that a ticket is more in the nature of a receipt than a contract, and that transportation companies may make rules and regulations beyond what appears on the face of the ticket and that the holder must comply with them. In November, 1899, Worthington Ames purchased a ticket from San Francisco to Los Angeles for the Owl limited train of the Southern Pacific, the agent telling him that he would have to get a sleeping berth at the Oakland ticket office or his ticket would not be good. Ames found that the berths had all been sold, but boarded the train and took a seat in the day coach, which runs only to Bakersfield. The conductor told him to leave the train, as none but passengers with sleeping car tickets were carried. Ames finally did so and brought suit against the company for damages. A lower court jury decided against him and the Supreme Court has sustained this action and assessed Ames \$53.25, costs of suit. In a dissenting opinion, concurred in by Chief Justice Beatty, Justice Shaw holds: That the ticket in question was a contract intended to be binding on the parties so far as it expressed the terms thereof, it being regularly signed by the plaintiff and indorsed by the defendant. No conditions were expressed in the ticket requiring the purchase of any berth upon the sleeping car. The company claimed there was a contract that the defendant should be under no obligation to carry the plaintiff upon that particular train, unless, in addition to the price of the ticket which he paid, he should succeed in purchasing from another company a berth in a sleeping car and pay an additional price therefor. This was making a contract inconsistent with the written contract, and is contrary, so says Justice Shaw, "to all the principles laid down in our codes and contrary to the rules expressed in the authorities cited in the prevailing opinion itself."

RAILWAY AGE

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THE TEMPERATURE OF SLEEPING CARS.

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NORMAL TEMPERATURE.

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DROPS DEAD AT WORK.

While attending to his duties as watchman at the Pullman Car shop, August Sollenburg, forty-three years old, dropped dead of heart disease.

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DERAILED TRAIN SAVED BY SNOW

St. Joseph, Mich., Jan. 28.—A score of passengers, including many Chicagoans, on the Pere Marquette train No. 8 from Grand Rapids, due in Chicago at 7:10 a. m., had a narrow escape from death at an early hour.

As the train, running at a rate of forty miles an hour, was nearing Benton Harbor, two day coaches and two sleepers left the track. The cars lodged against snow walls, but remained right side up.

The passengers, suddenly awakened from their sleep, rushed from their berths to the platforms of the cars to learn the cause of the accident. Not a passenger was injured, but a brakeman fell from the platform of the rear car and hurt his hips.

The accident was due to the condition of the track, which was covered with ice. Traffic was delayed several hours by the derailed coaches.

RAILWAY AGE

Jan. 29, 1904.

Taxation of Sleeping Cars.—The Supreme Court of the United States, in the case of the State of Tennessee versus the Pullman Palace Car Company, upholds the State law of 1887 taxing sleeping car companies for the passengers carried solely within the State limits, but declares unconstitutional the law of 1887 taxing the cars operated within the State holding this to be a burden on interstate commerce.

Table Etiquette in Dining Cars.—Among the reforms which President McJin of the New York New Haven & Hartford has been asked to introduce is that of prescribing rules for table etiquette in dining cars, to the end that the complainant may not be "further disgusted by seeing passengers eat with their knives." Another complaint was that trainmen keep toothpicks in their mouths in the presence of passengers. These outrages should be reported to the Interstate Commerce Commission.

Railway Ticket Not a Contract.

The California Supreme Court, two justices dissenting, has declared that a railroad ticket is not a contract intended to be binding on the parties only as far as the terms expressed, but says that a ticket is more in the nature of a receipt than a contract, and that transportation companies may make rules and regulations beyond what appears on the face of the ticket and that the holder must comply with them. In November, 1899, Worthington Ames purchased a ticket from San Francisco to Los Angeles for the Owl limited train of the Southern Pacific, the agent telling him that he would have to get a sleeping berth at the Oakland ticket office or his ticket would not be good. Ames found that the berths had all been sold, but boarded the train and took a seat in the day coach, which runs only to Bakersfield. The conductor told him to leave the train, as none but passengers with sleeping car tickets were carried. Ames finally did so and brought suit against the company for damages. A lower court jury decided against him and the Supreme Court has sustained this action and assessed Ames \$52.25, costs of suit. In a dissenting opinion, concurred in by Chief Justice Beatty, Justice Shaw holds: That the ticket in question was a contract intended to be binding on the parties so far as it expressed the terms thereof, it being regularly signed by the plaintiff and indorsed by the defendant. No conditions were expressed in the ticket requiring the purchase of any berth upon the sleeping car. The company claimed there was a contract that the defendant should be under no obligation to carry the plaintiff upon that particular train, unless, in addition to the price of the ticket which he paid, he should succeed in purchasing from another company a berth in a sleeping car and pay an additional price therefor. This was making a contract inconsistent with the written contract, and is contrary, so says Justice Shaw, "to all the principles laid down in our codes and contrary to the rules expressed in the authorities cited in the prevailing opinion itself."

RAILWAY AGE

Jan. 22, 1904.

THE TEMPERATURE OF SLEEPING CARS.

To the Editors:

I am not an Englishman to whom a temperature of 65 degrees Fahrenheit seems warm or hot. Like most Americans I can get along very well in an indoor temperature of from 68 to 75 degrees. Several days ago I awoke between 2 and 3 o'clock in the morning with the perspiration literally flowing from me. The sleeping car in which I occupied a section must have reached a temperature of 90 or 100 degrees. The porter did what he could to give myself and my fellow sufferers immediate relief by opening windows, etc. A few days later, in another Pullman, I was

awakened at various intervals during the night shivering with cold. To-day I am obliged to keep my room because my system cannot endure parching lips one night and teeth-chattering cold the next. During the past week I have made inquiries of perhaps 20 travelers and almost without exception every one of them had suffered from excessive heat in sleeping cars. The discomfort consequent upon extreme temperatures is in itself enervating, but when unregulated temperatures over which we have no control result in illness with its attendant losses the evil becomes doubly serious. I am anything but a chronic kicker, but I should greatly appreciate it if your valuable paper could come to the rescue of a distressed public.

NORMAL TEMPERATURE.

AMERICAN

Jan. 26, 1904.

DROPS DEAD AT WORK.

While attending to his duties as watchman at the Pullman Car shops, August Solenberg, forty-three years old, dropped dead of heart disease.

AMERICAN

Jan. 29, 1904.

DERAILED TRAIN SAVED BY SNOW

St. Joseph, Mo., Jan. 25. A score of passengers, including many Chicagoans, on the Pere Marquette train No. 8 from Grand Rapids, due in Chicago at 7:10 a. m., had a narrow escape from death at an early hour.

As the train, running at a rate of forty miles an hour, was nearing Benton Harbor, two day coaches and two sleepers left the track. The cars lodged against snow walls, but remained right side up.

The passengers, suddenly awakened from their sleep, rushed from their berths to the platforms of the cars to learn the cause of the accident. Not a passenger was injured, but a brakeman fell from the platform of the rear car and hurt his hip.

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FIG. 2.—INTERIOR VIEW, CONVERTIBLE SLEEPING AND PARLOR CAR.—DAY ARRANGEMENT.

five compartments on each side of the center aisle. Thus there are 10 compartments 4 ft. 10 ins. long by 3 ft. 6 ins. wide, containing one upper and one lower berth, each 27 ins. wide, and allowing a 15-in. dressing space between the berth and the aisle partition. The floor plan, Fig. 4, shows one side of the car made down into berths with the partitions indicated and the other side as a parlor car with the 10 revolving chairs, and the details of the construction which make the conversion possible are to be had by reference thereto. In this connection it will be noted that one of the arms of the chairs is arranged to drop in order to furnish a wider space than the seat for the mattress, and by reference to the two interior views it will be seen that the carpet on the floor is split at certain points to permit of raising the partitions which form the compartments. These partitions are of the same construction and operated on the same principle as the top of a roller-top desk, and are entirely out of sight in the day time, as noted in Fig. 2. This is effected by means of a false flooring built over the regular floor and providing a space of 5½ ins. deep in which guides are arranged, as shown in Fig. 5, for rolling the partitions out of sight. These guides are also extended into the side framing as far as the window ledges, to give sufficient space for the longer aisle partitions.

The inside of the partitions is covered with a handsome design of tapestry, the window shades are of pantosate with green silk face, and the curtains in the doorways are of double faced velour, making an exceedingly artistic compartment. The cars are heated by the Peter Smith Heating Co.'s system of hot water heating for the body of the car, with longitudinal piping along the floor at the sides, the heater being placed in a locker at the rear of the car immediately opposite the men's toilet. The motorman's cab is heated by three Consolidated Car Heating Co.'s electric heaters, and hot and cold water is provided for the toilet rooms, the former being heated by an electric hot-water heater. The interior decorations are inlaid mahogany. The smoking room and men's toilet are at the rear end of the car, the general idea of which is had in the floor plan, Fig. 4, and the women's toilet and dressing room is at the forward end of the car, access being had by a door in the diagonal partition as shown. Opposite the latter is a linen locker and forward of the linen locker is a locker for storing the posts which form the guides for the compartment partitions when the same are not in use. The minor equipment includes electric curling irons for the use of the women and electric clear lighters for the men's smoking room. Electric fans are also located at each end of the car, which are operated in the day.

It is understood to be the purpose of the Holland Co. not to sell cars of this type, but instead to operate them for the electric roads in the same manner as standard sleeping cars are operated on



FIG. 3.—INTERIOR VIEW, CONVERTIBLE SLEEPING AND PARLOR CAR, SHOWING COMPARTMENTS.

the steam railroads, the sleeping car company to retain ownership of all cars. The headquarters of the Holland Co. is located at Indianapolis, and the officers are as follows: Harris F. Holland, president; Amos K. Hollowell, vice-president; Joseph W. Selvaer, secretary and treasurer; Amos L. Wheeler, assistant secretary and treasurer, and Judge James E. McCullough, general counsel.

January Meeting of the Railway Signal Assn.

On Tuesday, Jan. 12, meetings of the Railway Signal Assn. were held simultaneously in New York and Chicago. At the Chicago meeting, President J. C. Mook, signal engineer of the Michigan Central R. R., presided. Mr. W. A. D. Short, of the Cincinnati, New Orleans & Texas Pacific Rly., acted as secretary. Twenty-two members were present, and a number of applicants were elected to membership.

A good share of the time was taken up in considering committee work. The members of the committee for this year's work have been appointed, but nothing further than progress reports were made at this meeting. In opening up the discussion on committee work, President Mook advised that in some respects the work should be laid out on broader grounds than heretofore, and that investigations should be taken up more systematically. Mr. E. C. Hope, of the committee on organization, requested that his committee be dropped, as he doubted whether railway managements would be willing to adopt the recommendations of the association as to the organization of the signal department, and it was therefore to be questioned whether the work of the association could be effective along such lines. With this latter opinion several members disagreed, for while railway companies might not adopt the recommendations of the association as to the standing of signal engineers, and kindred questions, there is, nevertheless, much good work to be done in the way of gathering and classifying information concerning signal department organization; and unless the association maintains a committee on this subject, information of the development of railway signaling work will not be fully brought out.

A member of one of the other committees wished instructions as to whether committees should recommend patented articles, when they are found satisfactory. On this question several spoke, and, while it was not considered good practice to recommend patented articles by their trade names, it was nevertheless thought that committees should seek to investigate and report the best devices, methods, etc., and in the case of patented articles the recommendations could specify certain functions which the device under consideration should fulfill, and the most desirable principles of construction and operation to be followed. Such a course would give the association the benefit of the knowledge of the

best improvements and the best practice, without advertising patented things.

A notice, signed by several members, was presented, stating that at the next regular meeting the question of changing the annual meeting to the second Tuesday in October, instead of November, would be submitted to vote, and also the proposition of making the January, May and September meetings optional with the executive committee. These matters were discussed to some extent, and several members made it clear that they did not approve of the idea of meeting less frequently than the constitution now provides for—five times each

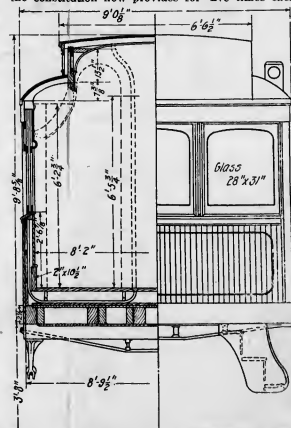


FIG. 5.—PART-SECTIONAL REAR ELEVATION, CONVERTIBLE SLEEPING AND PARLOR CAR.

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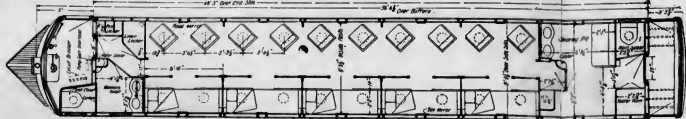


FIG. 4.—FLOOR PLAN, CONVERTIBLE SLEEPING AND PARLOR CAR.



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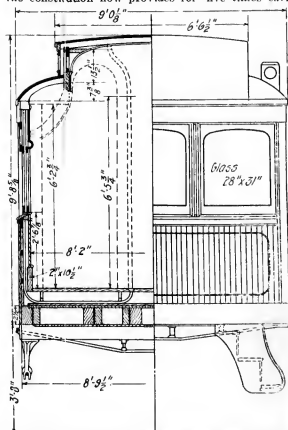


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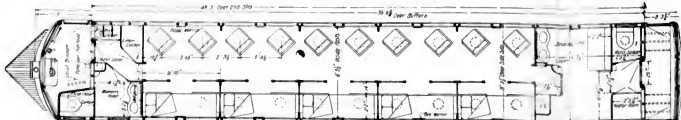


FIG. 4.—FLOOR PLAN, CONVERTIBLE SLEEPING AND PARLOR CAR.

**PAGES
MISNUMBERED**

Febr. 6, 1904.

PULLMAN CARS IN RAILROAD ACCIDENTS.

It is during the Christmas season, and for a few weeks before and after, that experience has taught us to look for a great increase in the number of railroad records; but it has been exceeded by the list of horrifying disasters that have marked the past two months. We present illustrations of a wreck that occurred recently on the Frisco system at Godfrey, a small station near Fort Scott, Kansas. The collision took place early

Pullman cars off the trains and the loss of life will be reduced to a minimum. But if, as your note would indicate, you would build the entire train as the Pullmans are, you will not have overcome the difficulty. With no light cars to crush and deaden the impact the shock would be so great, coming to a dead stop from a speed of say 60 miles an hour, that almost every passenger would be killed. I do not believe the remedy is so much in the strength of the cars as in the manner of operating the road. If all the cars were built like the

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The Wrecked Engine and One of the Pullmans of the Express; the Latter is Practically Uninjured.



Vestibule and Portion of Side of Day Coach.

RESULT OF A COLLISION AT SIXTY MILES AN HOUR.

In the morning of December 21, 1903. It seems that the brakeman on a freight train which was standing on a siding at Godfrey had been sent out to flag the "Meteor," a fast passenger train, which was due at the time. The express thundered up to the little station at a speed of about 60 miles an hour, and seeing all clear, the engineer carried his train through with the throttle well open. The brakeman either failed to do his duty, or his signal was not seen, and the express crashed into the freight, with the result that twelve persons were killed and a larger number were seriously injured. The wreck of the train was almost complete. The engine was stripped of everything that could be torn away, cab, fittings, smokestack, etc. The tender was completely wrecked, as were the mail car, the baggage car, and the smoker. It is significant, as will be noticed from one of our engravings, that although the first-class coaches and the baggage and smoker were so badly wrecked, the Pullman showed its usual resisting qualities, to which we referred a few weeks ago in this journal. It will be seen that the particular car shown in our illustration has all of its windows intact but one, which is slightly broken.

A correspondent, Mr. D. N. Byerlee, of Hood River, Oregon, has this to say on the subject of the safety of Pullman cars: "If you will but consider that the mail, baggage, and day coaches act as a sort of cushion between the Pullmans and the engine, you will realize the saving to the Pullmans and the greater than ordinary damage that will result to the day coaches and their passengers. This is really the fact. Keep the

Pullmans it would equalize the death rate, and perhaps lower it somewhat. But when we have a perfect hook system and our government enacts such stringent legislation as hoists in Mexico and enforces it as rigidly as they do in Canada, we shall hear of very few casualties indeed. Twenty-one years' experience and observation in railway service confirms me in the belief that 90 per cent of the casualties are due to carelessness and recklessness, and this certainly is criminal." We fully agree with our correspondent that the position of the Pullmans at the rear of the train conduces largely to serious injury, but it by no means follows that were the case reversed, and the Pullmans placed in the middle or at the front end of the train, they would telescope and crumple up with the same fatal effects that occur in first-class day coaches. As a matter of fact, the Pullmans, by their position at the rear of the train, are occasionally called upon to take the full brunt of a rear-end collision. Recently one of the leading engineers on the Rapid Transit subway in New York described to the editor an instance of this very form of accident. He was in a day coach in the middle of a train, at the rear end of which was the private car of a well-known manufacturer of air-brake apparatus, which while stopped by signal outside the Harrisburg station, was run into by a heavy Chicago and New York express. The private car received the full shock of the collision and proved strong enough to transmit it to the train ahead, pushing the cars together and causing the two day coaches ahead of it to telescope, with a result of 50 per cent fatalities or

be badly bruised, and limbs would be broken perhaps; but there would be none of the grinding, crushing, and tearing of limb from limb that marks the telescoping of two cars.

At the same time our correspondent unquestionably hits the nail upon the head when he attributes the loss of life not so much to the weakness of the cars as to the careless manner in which our roads are operated. As long as trainmen consider that rules relating to the running of trains are elastic and subject to modification at the will of the individual employe, they will continue to slaughter people in the brutal manner that has characterized the past few weeks. In the older countries the railroad cars, compared with our day coaches, are mere eggshells in strength, and yet we know that during the last year of operation on the roads of one European country, not a single passenger was killed. Judging, however, from the slow progress that we are making, it will be many years before our trainmen have learned to render our block system effective by implicitly obeying them; and until that time has come, we certainly think that it would be advisable to build our cars so that not even combined stupidity, carelessness, and willful neglect of signals can wreck them.

EXAMINER

Febr. 12, 1904.

PULLMAN CARS AHEAD.

To the Editor:
Common sense would teach any one that heavy, practically immovable Pullmans should be hauled in front of lighter, and nifty coaches, rather than in the rear of them. It is doubtless competent for our Board of

Railway and Warehouse Commissioners to compel them to be so drawn, and it is hoped the leaflet papers will once more demonstrate public thanks by demanding such a change.

The late Thomas Hays might be lifted today if the ordinary car in which he was killed had been running behind rather than in front of the sleeper, in which (as usually) he sat. HAY. GRANT STAFFORD.
1212 South Street, street, Chicago.

Febr. 6, 1904.

PULLMAN CARS IN RAILROAD ACCIDENTS.

It is during the Christmas season, and for a few weeks before and after, that experience has taught us to look for a great increase in the number of railroad accidents. We thought that last year was a painful record; but it has not exceeded by the list of horridly disastrous that have marked the past two months. We present illustrations of a wreck that occurred recently on the Frisco system at Godfrey, a small station near Fort Scott, Kansas. The collision took place early

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be badly bruised, and limbs would be broken perhaps; but there would be none of the grinding, crushing, and tearing of limb from limb that marks the telescoping of two cars.

At the same time our correspondent unquestionably hits the nail upon the head when he attributes the loss of life not so much to the weakness of the cars as to the careless manner in which our roads are operated. As long as trainmen consider that rules relating to the running of trains are elastic and subject to modification at the will of the individual employe, they will continue to slaughter people in the brutal manner that has characterized the past few weeks. In the older countries the railroad cars, compared with our day coaches, are mere eggshells in strength, and yet we know that during the last year of operation on the roads of one European country, not a single passenger was killed. Judging, however, from the slow progress that we are making, it will be many years before our trainmen have learned to render our block system effective by implicitly obeying them; and until that time has come, we certainly think that it would be advisable to build our cars so that not even combined stupidity, carelessness, and willful neglect of signals can wreck them.

In the morning of December 21, 1903. It seems that the brakeman on a freight train which was standing on a siding at Godfrey had been sent out to flag the "Meteor," a fast passenger train, which was due at the time. The express thundered up to the little station at a speed of about 60 miles an hour, and seeing all clear, the engineer carried his train through with the throttle well open. The brakeman either failed to do his duty, or his signal was not seen, and the express crashed into the freight, with the result that twelve persons were killed and a larger number were seriously injured. The wreck of the train was almost complete. The engine was stripped of everything that could be torn away, cab, fittings, smokestack, etc. The tender was completely wrecked, as were the mail car, the baggage car, and the smoker. It is significant, as will be noticed from one of our engravings, that although the first-class coaches and the baggage and smoker were so badly wrecked, the Pullman showed its usual resisting qualities, to which we referred a few weeks ago in this journal. It will be seen that the particular car shown in our illustration has all of its windows intact but one, which is slightly broken.

A correspondent, Mr. D. N. Iyerles, of Hood River, Oregon, has this to say on the subject of the safety of Pullman cars: "If you will but consider that the mail, baggage, and day coaches act as a sort of cushion between the Pullmans and the engine, you will realize the saving to the Pullmans and the greater than ordinary damage that will result to the day coaches and their passengers. This is really the fact. Keep the

EXAMINER

Febr. 12, 1904.

PULLMAN CARS AHEAD.

To the Editor:
Common sense would teach any one that heavy, practically unmovable Pullmans should be hauled in front of lighter, ordinary coaches, rather than in the rear of them.

It is doubtless competent for our Board of

Railway and Warehouse Commissioners to compel them in the so drawn, and it is hoped every, practically unmovable Pullman the public thanks by demanding such a change.

The late Thomas Hayes might be living today if the ordinary car in which he was killed had been running behind rather than in front of the sleepers, in which case usually no one was hurt." GRANT STAFFORD, 723 South Clinton-street, Chicago.

ECONOMICAL

Febr. 13, 1904.

PULLMAN REAL ESTATE.

An Extension for Five Years of the Time During Which It Must Be Sold.

A short time ago the Pullman Company applied to the circuit court for an extension of the time granted it under the judgment in the quo warranto case for the sale of certain real estate in the town of Pullman. Upon proper showing made as to the limited demand for real estate in that region during the period originally designated for the sale, and because of the fact that all efforts made to sell the property either in bulk or parcels had failed, and that, while the company had succeeded in disposing of sundry important buildings and lots, the greater part remained unsold, the court decided, upon the showing made, and after due discussion and consideration of the matter, to extend the period of sale five years from the date of the application.

AMERICAN

Febr. 14, 1904.

TEN THOUSAND NAMES ON A PULLMAN PETITION

Asking Council for Elevated Crossing Along Kensington Avenue.

Citizens of Pullman, Kensington and Roseland, in face of the fact that the Council last July tabled the demand for protection of lives at the unsaturated crossings at One Hundred and Eleventh, One Hundred and Thirtieth, One Hundred and Fiftieth streets and Kensington avenue, have doubled their efforts with renewed vigor.

Alderman Johnson of the Thirty-second Ward is actively bending every effort to obtain favorable recognition by the Council of the demand. He has charge of a petition now bearing close to 30,000 new names.

EVENING NEWS

Febr. 27, 1904.

WILLIAM W. YOUNG IS DEAD.

Auditor of Disbursements of Pullman Company Dies of Pneumonia.

William W. Young, for many years auditor of disbursements of the Pullman company, died last night at his home, 468 Lake avenue, of acute pneumonia. He had been ill only four days.

Mr. Young was born fifty-three years ago in Detroit, Mich. While an infant he was brought by his parents to Chicago, where he has always made his home. He entered the employ of the Pullman company at the age of 19, as a clerk in the auditor's office. He was promoted rapidly until he became auditor of disbursements, which position he held until his death. Four days ago he was stricken with pneumonia and pleurisy. Yesterday morning peritonitis set in and he died a few minutes after 7 o'clock last evening. A widow survives him.

Mr. Young was a member of the Washington Park club, the Chicago Athletic association and the Calumet Golf club. The funeral will be held to-morrow in St. Paul's Episcopal church, Madison avenue and 6th street, at 1:30 p. m. Burial will be at Albany, N. Y.

CHRONICLE

Febr. 14, 1904.

PULLMAN COMPANY WINS

Judge Tutthill Extends Selling Limit for Five Years.

Additional Time Granted to Avoid Sacrifice of Costly Holdings.

Corporation Pleads Heavy Loss Under Orders of 1899.

Attorney General Hamlin Opposes Step, but Admits the Contention.

An extension of five years of the time allowed the Pullman company by the original court order to dispose of certain of its real estate and other holdings as Pullman has been granted by Judge Richard E. Tutthill. The order was entered ten days ago, but the announcement was made yesterday at Springfield by Attorney General Hamlin, who had reacted vigorously the petition of the company for an extension of the period allowed it to cease operations outside its charter scope.

The granting of the extension followed an investigation into the plea of the company that it was selling its Pullman holdings at a great sacrifice and must have more time in which to dispose of them, unless the future sales were to be made at an even heavier loss. Many dwellings have been sold at less than half their original cost, according to the company's contention. The extension was asked in view of an increase in the value of the holdings, which promised better prices in the future.

Attorney General Hamlin sent agents to investigate the report of the heavy sacrifice of the company's real estate, and found it to be true. Nothing had been sold, the agents reported, at a profit or even at cost, and many of the losses on desirable property represented one-third the cost of construction, some even reaching to one-half the building figure. Attorney General Hamlin said that he was not surprised when the court extended the time, although he opposed this step.

Text of the Court's Order.

The following was the court's order: On consideration of the motion of the respondent, Pullman's Palace Car Company, now the Pullman Company, this day filed and presented to the court, and in consideration of the affidavit filed in support of said motion and after hearing arguments from counsel for relator and respondent. It is ordered and adjudged that the time given in and by the judgment entered herein on Feb. 13, 1899, in which the said respondents were required and ordered fully to complete the sale, disposition, transfer and conveyance of the property described in the eighth paragraph of said judgment, be and in the same hereby is, extended for the period of five years from this day.

The petition was filed by Robert T. Lincoln and was supported by affidavits as to the conditions in Pullman. The matter was argued by the attorneys for both sides at considerable length and Attorney General Hamlin made a strong plea against the extension. After listening to the arguments Judge Tutthill directed that the order be prepared and signed at once.

History of Litigation.

The suit against the Pullman company was filed in 1899 and attacked the right of the company, under its charter, to hold real estate, such as dwellings and lots, for renting or leasing purposes, as was done in the "model towns" of Pullman. The suit was brought by the people of Illinois on the relation of Attorney General Maloney, and the decision fixing the limit for the sales, which Judge Tutthill has just extended, was made five years ago.

T. H. Wickes, 484 Drexel boulevard, vice president of the Pullman company, said last night: "About ten days ago our attorney filed an affidavit in court and then in open court on our appeal Judge Tutthill granted us a five-year extension. Since litigation first started on the subject we have been getting rid of our holdings, but at the present rate of selling it will be some time before we shall have sold out. At present we are selling most of our property at a loss."

EXAMINER

Febr. 15, 1904.

PULLMAN REAL ESTATE NOT A SURPRISE

Court's Decision Extending Time of Sale Is Not Unexpected.

Outlying properties have been the feature of the real estate market during the week as against an absolute absence of transactions in the central business district.

The sensational feature of the week was the announcement that the Pullman Company has secured an extension of the time granted under the judgment of the Supreme Court in the quo warranto case for the sale of its surplus real estate in the town of Pullman. The company petitioned the court setting forth the limited demand for real estate in that region during the period originally designated for the sale and because of the fact that all efforts made to sell the property either in bulk or parcel had failed and that while the company had succeeded in disposing of sundry buildings and lots the greater part remained unsold. The court decided upon this showing, and after some discussion and consideration of the matter to extend the period of sale five years from the date of the application.

This forms one of the most interesting additions to quo warrants which has ever taken place in this state. The suit was instituted some years ago by Maurice T. Maloney, the Pullman Company was the holder of a large area of real estate, well in excess of that required for the operation of its industries, in violation of its charter, and action was commenced in the courts, which resulted in the decision over two years ago that the company should dispose of its surplus holdings.

Since that time disposition has been made of various tracts, including one to the Illinois Central Railway, the Pullman office yards, the Casino Building, the laundry, the Hotel, and other tracts. The value of the property from which they aggregated a manufacturing plant of \$1,000,000, \$300,000. The company has still 100 per cent at least of the property on hand.

Last week it sold a forty acre between One Hundred and Eleventh and One Hundred and Twenty and an Indiana avenue and South Park avenue for \$20,000. The company's real estate holdings in Chicago are placed at almost

ECONOMICAL

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AMERICAN

Febr. 14, 1904.

TEN THOUSAND NAMES
ON A PULLMAN PETITION

Asking Council for Elevated Crossing
Along Kensington Avenue.

Misses of Pullman, Kensington and Woodland, in view of the fact that the council last July tabled their demand for protection of lives at the unreluctant crossings at the Hundred and Eleventh, One Hundred and Thirtieth, One Hundred and Fifty-sixth streets and Kensington avenue, have doubted their efforts will be rewarded.

Misses Johnson of the Thirty-second Ward is zealously leading every effort to obtain favorable consideration by the council of the demand. He has charge of a petition now bearing close to 10,000 new names.

EVENING NEWS

Febr. 27, 1904.

WILLIAM W. YOUNG IS DEAD.

Auditor of Disbursements of Pullman
Company Dies of Pneumonia.

William W. Young, for many years auditor of disbursements of the Pullman company, died last night at his home, 4465 Lake avenue, of acute pneumonia. He had been ill only four days.

Mr. Young was born fifty-three years ago in Detroit, Mich. While an infant he was brought by his parents to Chicago, where he has always made his home. He entered the employ of the Pullman company at the age of 19, as a clerk in the auditor's office. He was promoted rapidly until he became auditor of disbursements, which position he held until his death. Four days ago he was stricken with pneumonia and pleurisy. Yesterday morning peritonitis set in and he died a few minutes after 7 o'clock last evening. A widow survives him.

Mr. Young was a member of the Washington Park club, the Chicago Athletic association and the Calumet Golf club. The funeral will be held to-morrow in St. Paul's Episcopal church, Madison avenue and 60th street, at 1:30 p. m. Burial will be at Albany, N. Y.

CHRONICLE

Febr. 14, 1904.

PULLMAN COMPANY WINS

Judge Tutthill Extends Selling
Limit for Five Years.

Additional Time Granted to Avoid
Sacrifice of Costly Holdings.

Corporation Pleads Heavy Loss
Under Orders of 1899.

Attorney General Hamlin Opposes Step,
but Admits the Contention.

An extension of five years of the time allowed the Pullman company by the original court order to dispose of certain of its real estate and other holdings at Pullman has been granted by Judge Richard E. Tutthill. The order was entered ten days ago, but the announcement was made yesterday at Springfield, by Attorney General Hamlin, who had resisted vigorously the petition of the company for an extension of the period allowed it to cease operations outside its charter scope.

The granting of the extension followed an investigation into the plea of the company that it was selling its Pullman holdings at a great sacrifice and that, in more time in which to dispose of them, unless the future sales were to be made at an even heavier loss. Many dwellings have been sold at less than half their original cost, according to the company's contention. The extension was asked in view of an increase in the value of the holdings, which promised better prices in the future.

Attorney General Hamlin sent agents to investigate the report of the heavy sacrifice of the company's real estate, and found it to be true. Nothing had been sold, the agents reported, at a profit or even at cost, and many of the losses on desirable property reported one-third the cost of construction, some even reaching to one-half the building figure. Attorney General Hamlin said that he was not surprised when the court extended the time, although he opposed this step.

Text of the Court's Order.

The following was the court's order:

On consideration of the motion of the respondent, Pullman's Palace Car Company, now the Pullman Company, this day filed and presented to this court, and in consideration of the affidavits filed in support of said motion and after hearing arguments from counsel for petitioner and respondent.

It is ordered and adjudged that the time given in and by the judgment entered herein on Feb. 18, 1899, in which the said respondent was required and ordered fully to complete the sale, disposition, transfer and conveyance of the property described in the eighth paragraph of said judgment, be and the same hereby is, extended for the period of five years from this day.

The petition was filed by Robert T. Lincoln and was supported by affidavits as to the conditions in Pullman. The matter was argued by the attorneys for both sides and considerable length and Attorney General Hamlin made a strong plea against the extension. After listening to the arguments Judge Tutthill directed that the order be prepared and signed as once.

History of Litigation.

The suit against the Pullman company was filed in 1889 and attacked the right of the company, under its charter, to hold real estate, such as dwellings, for the renting or leasing purposes, as was done in the "model town" of Pullman. The suit was brought by the people of Illinois on the relation of Attorney General Maloney, and the decision fixing the limit for the sales, which Judge Tutthill has just extended, was made five years ago.

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EXAMINER

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NOT A SURPRISE

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Unexpected.

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The sensational feature of the week was the announcement that the Pullman Company has secured an extension of the time granted under the judgment of the Supreme Court in the quo warranto case for the sale of its surplus real estate in the town of Pullman. The company petitioned the court, setting forth the limited demand for real estate in that region during the period originally designated for the sale and because of the fact that all efforts made to sell the property either in bulk or parcel had failed and that while the company had succeeded in disposing of sundry buildings and lots the greater part remained unsold. The court decided upon this showing, and after some discussion and consideration of the matter to extend the period of sale five years from the date of the application.

This forms one of the most interesting phases in this case. The suit was instituted some years ago by Maurice T. Maloney, the Chicago real estate lawyer, who has a large area of real estate value in excess of that required for the operation of his business, in violation of the act of 1899, and action was commenced in the courts, which resulted in the decision of five years ago that the company should dispose of its surplus.

Since that time disposition has been made of various tracts, including one on Madison Central Highway, a Pullman hotel, yard, the Casino Building, the laundry, the station and certain other parcels, and a portion from which they aggregated a total gross proceeds of but over \$1,000,000. The company has still no per cent at least of the property.

Last week it sold a tract of forty acres between One Hundred and Eleventh and One Hundred and Thirtieth streets and Indiana avenue and South Park avenue to the Board of South Park Commissioners for \$200,000. The company's real estate holdings in Chicago are placed at almost \$1,000,000.

AMERICAN
Febr. 15, 1904

MEMPHIS HERALD
Febr. 17, 1904.

NEWS LEADER (RICHMOND)
Febr. 22, 1904.

PULLMANS WIN IN LAND CASE

HOSPITAL CARS NEXT TO ACCOMMODATE CONSUMPTIVES EN ROUTE TO RESORTS.

Corporation Has Stay Ordering It to Sell Its Unnecessary Property Extended.

Pullman Company Will Act On Suggestions Made By Passengers Who Object to Occupying Berths Used by Persons Infected With Tuberculosis.

Again has the Pullman Palace Car Company received a lease of life in their effort to practically conduct a municipality.

With the recommendation of Attorney General Hamlin, the Supreme Court has granted a stay of five years in the order issued five years ago that commanded the corporation to dispose of all property in Pullman excepting the plant in which the cars are made.

The first blow to the Pullman municipality was struck in 1894, during the great strike among the employees of the company, when Attorney General Maloney went before the courts and, showing that the corporation had exceeded its charter, secured an order commanding the company to sell its gas plant, switch works and its houses and lots used for residence purposes. The matter was carried to the Supreme Court where in 1901 the Supreme Court ordered the Pullman to be made at once.

The houses at this time were removed and, it is said, \$100,000 worth of property was disposed of.

In 1898 Attorney General Hamlin went before the Supreme Court and consented to a stay of the court's decree for five years, to a stay for another five years, claiming that it would impose a great hardship on the big corporation to comply with the court's former order.

1903
March 8, 1904.

Fight "Blind Pigs" in Pullman.
Women of Pullman have taken up a fight against alleged "blind pigs" and as a result George M. Campbell, a druggist in the Arcade, Pullman, was fined \$20 by Justice Quinn to-day. The fight is being waged, it is charged, because working men spend their money before they reach home on pay night in alleged "blind pigs."

It is understood that the agitation which has been going on for some time against the consumptive occupying a berth in a Pullman, where other passengers have to ride, is about to bear good fruit.

It has been known for some time that the railroads have been considering a plan to handle persons infected with tuberculosis on the railway trains without the danger of spreading the disease among other passengers and if the reports received here are true, it seems that a feasible plan has been hit upon.

The Pullman company has ordered the constructing of a lot of hospital cars to be placed in service between the eastern cities, Texas, California and Mexico points, which are the consumptives' Mecca. As it will not be necessary to run these cars every day, it is thought that they will be placed in service once a week and consumptives must wait for them and will not be allowed in regular Pullman cars.

Nothing could be done that would be more pleasing to the traveling public than to see consumptives taken care of in this manner. The poor, unfortunate consumptive has to travel to the southwest in quest of health and, owing to his weakened condition, has to occupy a berth in the steamer and in many instances remain in bed during the entire journey, which proves very annoying to those who are also occupying the same car.

Then there is another feature of the situation that the traveling public do not like and that is to occupy a berth and not know but that some consumptive had occupied the berth before them and possibly died in it and that it has probably not since been fumigated. The Pullman company, however, announced that it has given positive instruction to its porters and conductors that no person shall be allowed to occupy a berth which has previously been occupied by any person with an infectious disease, including consumption, until the berth and bedding used by such a person has been previously fumigated.

In the fumigation of the berths and bedding the company uses formaldehyde, which is considered the best germ-killer known. The car cleaners at each terminal are provided with a supply of this disinfectant with instructions how to use it any they use it freely.

This, however, does not exactly satisfy the traveling public and it looks forward with interest to the time when the unfortunate will be taken care of in another manner.

The hospital cars, as planned, will, it is believed, be provided with all necessaries to make the journey as pleasant as possible and they, too, will be better satisfied with the new system, when it is put in effect, which will be within the next three months.

NO NEGROES IN PULLMAN'S

Delegated from Campbell Introduces Such a Bill in the Legislature.

GIVES CONDUCTORS DISCRETIONARY POWER

House Spends Day in Cleaning Up the Calendar—Senate, Likewise, Futs in a Busy Day on Washington's Anniversary.

A bill to empower Pullman conductors to refuse to accommodate negroes who apply for sleeping berths or dining privileges was offered in the house of delegates to-day by Mr. Ould, of Campbell county.

The new constitution embodies an inhibition against class legislation, so that the portion of the bill clothed its vital provision in language less specific than the term negro, but, nevertheless, the primary intent of the bill is to prevent negroes riding in Pullmans.

At present negroes ride in Pullmans in this State, along with white men and women. Absence of discretionary power is the hands of conductors, so that they cannot refuse to accommodate those negroes who make insistent demand for accommodation.

The text of Mr. Ould's bill is as follows: Be it enacted by the general assembly of Virginia, That the Pullman Company, or its agents, conductors or employees, or any other company, its agents, conductors or employees, operating in this State, the business of such company being to operate sleeping, dining, palace and compartment cars, on the railroads in this State, be and they are hereby empowered to reject and to refuse admittance to any and all persons to enter into and ride in such sleeping, dining, palace and compartment cars, when, in the discretion of the said company, its conductors, agents or employees, it may be advisable and necessary to do so.

TRIBUNE

March 5, 1904.

Employees at the Western Car and Equipment company's plant at Pittsburgh have been on strike three weeks and the company is struggling to employ nonunionists. The difficulty to solve the wage scale. Ought the firmest last evening was at-
tended.

AMERICAN

Febr. 15, 1904.

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Corporation Has Stay Ordering It to Sell Its Unnecessary Property Extended.

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With the recommendation of Attorney General Hamlin, the Supreme Court has granted a stay of five years in the order issued five years ago that commanded the corporation to dispose of all property in Pullman excepting the plant in which the cars are made.

The first blow to the Pullman municipality was struck in 1898, during the great strike among the employees of the company, when Attorney General Melrose went before the courts and, showing that the corporation had exceeded its charter, secured an order commanding the company to sell its plant, water works and its houses and to use the proceeds for the benefit of the city for residential purposes. The matter was carried to the Supreme Court and in 1901 the Supreme Court ordered the sale to be made at once.

The houses at this time were removed and it is said, \$100,000 worth of property was disposed of.

In 1903 Attorney General Hamlin again went before the Supreme Court and secured a stay of the court's decree for five years. For five years being up, he again appeared in a suit for another five years, claiming that it would impose a great hardship on the big corporation to comply with the court's former order.

NEWS

March 8, 1904.

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NEWSPAPER

Febr. 17, 1904.

HOSPITAL CARS NEXT

TO ACCOMMODATE CONSUMPTIVES EN ROUTE TO RESORTS.

Pullman Company Will Act On Suggestions Made By Passengers Who Object to Occupying Berths Used by Persons Infected With Tuberculosis.

It is understood that the agitation which has been going on for some time against the consumptive occupying a berth in a Pullman, where other passengers have to risk, is about to bear good fruit.

It has been known for some time that the railroads have been considering a plan to handle persons infected with tuberculosis on the railway trains without the danger of spreading the disease among other passengers and if the reports received here are true, it seems that a feasible plan has been hit upon.

The Pullman company has ordered the constructing of a lot of hospital cars to be placed in service between the eastern cities, Texas, California and Mexico points, which are the consumptives' run. As it will not be necessary to run these cars every day, it is thought they will be placed in service once a week and consumptives will be allowed in them and will not be allowed in regular Pullman cars.

Nothing could be done that would be likely to see consumptives taken care of in this manner. The poor, unfortunate consumptive has to travel to the sanatorium in quest of health and, owing to his weakened condition, has to many instances remain in bed during the entire journey which proves very annoying to those who are also occupying the same car.

Then there is another feature of the situation that the traveling public do not like and that is to occupy a berth and not know but that some consumptive had occupied the berth before them and possibly died in it and that it has probably not since been fumigated. The Pullman company, however, announces that it has given positive assurance to its porters and conductors that no person shall be allowed to occupy a berth which has previously been occupied by any person with an infectious disease, including consumption, until the berth and bedding used by such a person has been previously fumigated.

In the fumigation of the berths and bedding the company uses formaldehyde, which is considered the best germ killer known. The car cleaners at each terminal are provided with a supply of this disinfectant with instructions how to use it any time they use it freely.

This, however, does not exactly satisfy the traveling public, and it looks forward with interest to the time when the arrangements will be taken care of in another manner.

The hospital cars as planned, will also be better for the person traveling, as they will be provided with all necessary to make the journey as pleasant as possible and they, too will be better satisfied with the new system, when it is put in effect, which will be within the next three months.

NEWS LEADER (RICHMOND)

Febr. 22, 1904.

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The text of Mr. Ould's bill is as follows: "Be it enacted by the general assembly of Virginia, That the Pullman Company, its agents, conductors or employees, or any other company, its agents, conductors or employees, operating in this State, the business of such company being to transport sleeping, dining, palace and compartment cars, on the railroads in this State, be and they are hereby empowered to reject and to refuse admittance to any and all persons to enter into said cars in such sleeping, dining, palace and compartment cars, when, in the discretion of the said company, its conductors, agents or employees, it may be advisable and necessary to do so."

TRIBUNE

March 5, 1904.

Car builders at the Western Car and Equipment Company's plant at Hazelhick have been on strike three weeks and the conductors, agents and employes manifest. The difficulty is over the wage scale. The Government last evening was attacked by strikers.

AMERICAN
Febr. 15, 1904

MEXICAN HERALD
Febr. 17, 1904.

NEWS LEADER (RICHMOND)
Febr. 22, 1904.

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The first blow to the Pullman municipality was struck in 1894, during the great strike among the employees of the company, when Attorney General Maloney went before the courts and, showing that the corporation had exceeded its charter, secured an order commanding the company to sell its gas plant, water works and its homes and in 1897 the Supreme Court ordered the sale to be made at once.

The houses at this time were removed and, it is said, \$100,000 worth of property was disposed of.

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It is understood that the agitation which has been going on for some time against the consumptive occupying a berth in a Pullman, where other passengers have to ride, is about to bear good fruit.

It has been known for some time that the railroad men have been considering a plan to handle persons infected with tuberculosis on the railway trains without the danger of spreading the disease among other passengers and if the reports received here are true, it seems that a feasible plan has been set upon.

The Pullman company has ordered the constructing of a lot of hospital cars to be placed in service between the eastern cities, Texas, California and Mexico points, which are the consumptives' Mecca. As it will not be necessary to run these cars every day, it is thought they will be placed in service once a week and consumptives must wait for them and will not be allowed in regular Pullman cars.

Nothing could be done that would be more pleasing to the traveling public than to see consumptives taken care of in this manner. The poor, unfortunate consumptive has to travel to the southwest in quest of health and, owing to his weakened condition, has to occupy a berth in the sleeper and in many instances remain in bed during the entire journey, which proves very annoying to those who are also occupying the same car.

Then there is another feature of the situation that the traveling public do not like and that is to occupy a berth and not know but that some consumptive had occupied the berth before them and possibly died in it and that it has probably not since been fumigated. The Pullman company, however, announce that it has given positive instruction to its porters and conductors that no person shall be allowed to occupy a berth which has previously been occupied by any person with an infectious disease, such as tuberculosis, until the berth and bedding used by such a person has been previously fumigated.

In the fumigation of the berths and bedding the company uses formaldehyde, which is considered the best germ killer known. The car cleaners at each terminal are provided with a supply of this disinfectant with instructions how to use it any they use it freely.

This, however, does not exactly satisfy the traveling public and it looks forward with interest to the time when the unfortunate will be taken care of in another manner.

The hospital cars, as planned, will also be better for the person traveling, as they will be provided with all necessities to make the journey as pleasant as possible and they, too will be better satisfied with the new system, when it is put in effect, which will be within the next three months.

GIVES CONDUCTORS DISCRETIONARY POWER

House Spends Day in Cleaning Up the Calendar—Senate, Likewise, Futs in a Busy Day on Washington's Anniversary.

A bill to empower Pullman conductors to refuse to accommodate negroes who apply for sleeping berths or dining privileges was offered in the house of delegates to-day by Mr. Ould, of Campbell county.

The new constitution embodies an inhibition against class legislation, so that the patron of the bill clothed its vital provision in language less specific than the term negro, but, nevertheless, the primary intent of the bill is to prevent negroes riding in Pullmans.

At present negroes ride in Pullmans in this State, along with white men and women. Absence of discretionary powers of conductors, so that they cannot refuse to accommodate those negroes who make insistent demand for accommodation.

The text of Mr. Ould's bill is as follows: Be it enacted by the general assembly of Virginia, That the Pullman Company, its agents, conductors or employees, or any other company, its agents, conductors or employees, operating in this State, the business of such company being to operate sleeping, dining, palace and compartment cars, on the roads in this State, be and they are hereby empowered any and all persons to enter into and ride in such sleeping, dining, palace and compartment cars, when, in the discretion of the said company, its conductors, agents, or employees, it may be advisable and necessary to do so.

TRIBUNE

March 5, 1904.

Car builders at the Western Car and Equipment Company's plant at Hagerstown have been at work three weeks and the company is preparing to employ non-unionists. The difficulty is over the wage scale. Ought the herring last evening was attacked by strikers.

CALUMNET RECORD
Febr. 18, 1904.

FIVE YEARS MORE.

Pullman Company's Time to Dispose of Its Land Extended to 1909.

CONTINUANCE PLEA GRANTED.

Company Represented That It Was Unable to Dispose of Holdings on Account of Limited Demand—Judge Tutbill Gives Five Years More.

Judge Tutbill has granted the Pullman company a five years' extension of time in which to sell its land holdings not in actual use for manufacturing purposes. His grant recalls the restrictions placed upon the municipal functions of the company by the state supreme court five years ago, and the subsequent ruling of Judge Baker that the company should dispose of its real estate, renting business, and similar enterprises before Feb. 18, 1904.

The extension was granted upon an application filed in the circuit court by the company several weeks ago. Affidavits were made showing that the company had tried but failed to dispose of the greater part of its real estate property because of a limited demand for real estate.

The following statement has been issued regarding the disposition of the land of the Pullman company ordered sold by the Illinois state supreme court:

"A short time ago the Pullman company, applied to the Circuit Court for an extension of the time granted it under the judgment in the quo warranto case for the sale of certain real estate in the town of Pullman. Upon proper showing made as to the limited demand for real estate in that region during the period originally designated for the sale, and because of the fact that all efforts made to sell the property, either in bulk or parcels, had failed, and that while the company had succeeded in disposing of sundry important buildings and lots, the greater part remained unsold, the court decided, upon the showing made, and after due discussion and consideration of the matter, to extend the period of sale five years from the date of the application."

The controversy in court regarding the company's right to conduct other business besides its car manufacturing plant started after the big strike of the Pullman company's employees in 1894. The American Railway union, of which Eugene Debs was the leading spirit, was believed to be back of the fight on the company's privileges.

When the case was carried to the state supreme court it was decided that the company was exceeding the power granted it by its charter, and that it had no right to conduct other than the manufacturing enterprises stipulated in its grant. The subsequent ruling of Judge Baker limited the time for the disposal of the land designated, which has now been extended.

Local real estate men smile at the company's plea that it has been "unable to dispose of its holdings." They recall the negotiations attending the sale of lots in the recently recorded Roseland subdivision at 11th street and Michigan avenue, consisting of fourteen acres. The lots went like hot cakes and it is thought that the company really wants to wait for the new Pullman park to increase greatly the value of its adjoining property.

MORMON ELDER A SUICIDE; SHOOTS HIMSELF ON TRAIN

Lorenzo Crossby, Harassed Apparently by Domestic Troubles, Sends a Bullet Into His Brain While En Route to Arizona.

Special Dispatch to The Inter-Ocean.
KANSAS CITY, Mo., Feb. 20.—Lorenzo Crossby, said to be an elder in the Mormon church, while en route from Atlanta, Ga., where he had been stationed until recently, to Holbrook, Ariz., shot and fatally wounded himself in a berth in a Pullman on the south-bound Chicago & Alton train today, near Higbee, Mo.

He was brought to Kansas City and placed in the city hospital, where it is said he cannot live twenty-four hours.

Until 1902 Crossby was stationed at Richmond, Va., and was a member of the Virginia

conference of the Mormon church. Later he lived until recently.

Crossby was unconscious when brought to this city. In his pockets were found two letters, one signed "Mollie Crossby," from an Arkansas town, apparently from his wife, and which indicated domestic trouble, and another from a Salt Lake City woman.

Crossby, who is 28 years old, shot himself twice, one bullet penetrating his brain. He was treated by a railway surgeon, who occupied a berth in the same car with him, but little could be done for the man.

MEXICAN RAILWAY JOURNAL

Febr. 23, 1904.

For some time past there has been more or less agitation on the part of the travelling public because the sleeping car compartments carried consumptives, thereby subjecting non infected passengers to the dangers of that disease.

From recent reports it seems that the agitation has brought about the desired results, for the Pullman company have placed orders for a number of hospital cars to be constructed and when finished they will be placed in service on railroad running into Mexico, California and other health resorts. While it will not be necessary to run these cars each day owing to the insufficiency of the traffic yet when they will be placed in service and such passengers who have consumption will be compelled to await the departure of the cars.

This move on the part of the Pullman company is to be commended as it not only confers a boon upon the general public but also on the ones afflicted with consumption as in the hospital cars they are assured of good care and the other travelers from the contagion.

While in the past every precaution has been taken by the Pullman company in the way of fumigating the berths after being used by consumptives yet it has not fully met with the desires of the public and with this late move of that company, all complaints should cease.

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Febr. 19, 1904.

THE CAR BEAUTIFUL.

An editorial in the current number of the Ladies' Home Journal on "The New Pullman Car" has been widely read, and our attention has been called to it from several sources. In his "heart to heart" talk with the public Mr. Bok has been "saying things" which are really harsh and, for once, we miss the sweet and cheerful spirit or the gentle reproach which are so characteristic of his sunny page. The article describes two cars, a dining car and a parlor car, which were built by the Pullman Company, and of which the inside finish and color scheme were under the direction of the officers of the railroad company. The artistic charm of these cars is so well described that we are pleased to print a large portion of the article elsewhere in this issue, but it is rank injustice to compare this successful effort in car decoration with the old-style work which the Pullman Company abandoned ten years ago, and do it under the caption "The New Pullman Car."

The interior finish of the new Pullman cars has many beautiful features and many of the same merits which are thought so desirable by our household contemporary. The Pullman Company and the Barney & Smith Company have for several years employed good designers and they were perhaps the first to appreciate the value of Chippendale lines and plane surfaces, and apply them to the inside finish of coaches, parlor cars and dining cars. This led naturally to the use of more ornamental inlaid work in the form of marquetry, and they now employ a large number of workmen on this class of work and have turned out some beautiful effects. They also made a complete revolution in the design of the lamps, locks and metal trimmings for passenger cars. Nowhere has the natural beauty of wood been shown in such perfection as in the berth fronts and large panels of Pullman sleepers, and no expense has been spared to obtain the most select veneers for the very purpose of obtaining decorative effects by the grain of the wood alone. Their chief fault now is that they still adhere to varnished and highly polished surfaces, where panels rubbed to a smooth, dead finish would be more pleasing.

The barbaric decoration of the decks of Pullman cars is still used, and we quite agree with the Ladies' Home Journal and our correspondent in their severe condemnation of the design and coloring of the car ceilings. The boss painter is apparently still in charge of this work. If the Pullman Company could make as much improvement in the decoration of the headlining of their cars as they have in the shape of the woodwork, and if these handsome wood panels were rubbed down to a dull finish the result would satisfy the most critical taste, and the severe attacks we have referred to would be no longer justified in any measure. The Burlington dining cars, which the Home Journal comments

upon, are notable in that they represent, first, simplicity in lines similar to those usual in beamed ceilings and high wainscoted rooms; second, woodwork dressed very smooth and well rubbed down, but not varnished, left a dead finish third, the headlining is effective because of its strong contrast with the wainscoted walls and beamed ceiling, but its plain, unvarnished monochrome looking like the plastered ceiling of a house. We have a letter from a railroad officer who has contributed materially to the reform movement in car decoration, in which he says:

"The atrocious style of decoration of Pullman and Wagner cars in the past has taught an amount of bad taste in the country which it will take a good many years to overcome. I have always felt that until recently, at least, the Pullman and Wagner companies' carved designs and decorations were evidently those of some ex-wood carver or cabinetmaker who knew how to make scrolls and over-ornate designs, but who did not have the first idea of the principles of beauty and harmony. I think that missionary work done in the direction of better designs and better taste is something which adds to the pleasure of living. Mr. Burnham has said that, while few business men are willing to acknowledge it, beauty and

harmony are really at the root of all real happiness, and, in the broad sense that harmony means harmonious conditions of life in every sense of the word, I believe that that is absolutely true. I believe also that, whether one has esthetic taste or not, there is a feeling of satisfaction and comfort which comes from harmonious conditions.

"The Pullman Company and the most of the railroads in the country who are themselves builders of cars are well enough off to be able to employ men of taste in interior designing, and yet some of the cars that are in service on some of the larger trunk lines east of Chicago are perfect atrocities of gaudiness, the same kind of atrocities that one might expect to find in some garish saloon, but which no sensible man or woman would have in his home for a minute. There has been a marked improvement in the interior finish of cars built by many of the railroads, and there is still room for improvement, as some designers still labor under the idea that magnificence can only be indicated by beveled plate glass mirrors and heavy plush curtains."

The effort to make an attractive interior in a car is a difficult problem and it is hard to find just the right kind of a designer for such work. Car builders, as a rule, have little artistic taste, and their work is essentially construction and not decoration. The schools of design have taken a hand in the work, but with barren and utterly unsuitable results. Architects are the men who should naturally be expected to produce good designs for car finish, but their habits of thought are with structures having entirely different proportions, and with all their ability in handling the more decorative features of house finish, it is a very rare thing to find one who can produce a successful design for the interior of a parlor car. An eastern road employed one of the best architects in Philadelphia to design the inside finish of its coaches, but the heavy and meaningless adaptation of the Gothic style to such work produced such monstrosities that they were gradually relegated to the branch lines.

The color scheme is another feature of car decoration which has rarely been successful, and for this the artists and the schools of design should furnish some assistance, but, as with architects, the tendency is for such designers to produce wall paper or fresco effects which, while quite suitable for house decoration, do not seem to be successful when applied to cars. The long, narrow interior, the monotonous repetition of windows on the side and in the deck, the numerous lamps in the ceiling, the bulkhead with its corner door and irregular and ugly outline at the top, the seats with their constant repetition of colored stuff which must be durable and permit of constant cleaning—all these are the despair of both architect and artist in the attempt to apply house decoration and finish to the adornment of the car interior.

The design of interior wood finish, and the harmonious color treatment of passenger cars is an art which should be cultivated as the work of a specialist. The new artists who are successful in this line should open offices as consulting designers for passenger car interiors, where railroad companies could obtain colored designs for inside finish to accompany their other plans and specifications for new passenger equipment.

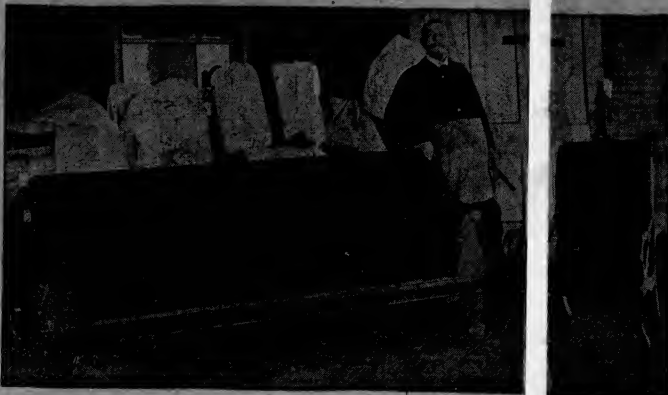
INTER OCEAN
Febr. 21, 1904.

FURNITURE FROM LINCOLN'S CAR, FORERUNNER OF THE "SLEEPER."

Special Correspondence of The Inter-Ocean.

OMAHA, Neb., Feb. 17.—Dusty, dirty, and covered with cobwebs, the historic old chair and couch used by President Abraham Lincoln in his private railroad car have just been discovered in one of the oldest buildings of the Union Pacific shops in Omaha, where they were placed thirty-seven years ago by one of the then directors of the railroad. The chair is in perfect order today, but the couch, the forerunner of the modern Pullman, shows the marks of vandal hands, a piece of upholstery having been placed from one of its arms.

Although the furniture has lain in neglect for so many years—so long, in fact, that the records of the road had actually forgotten that it was in the possession of the company—there was one man who kept watch over it from the day it was placed in the shops and he was told to see that it was not removed. It was by an order of the executive head of the railroad. That man is George E. Stratmann, foreman of the upholstering department of the Union Pacific, and for thirty-seven years he has never gone into the possession of the sacred relics without removing them. Mr. Stratmann was a young man when the furniture was placed in his charge; now he is old and gray, but so great is his respect for the one-time owner and user of the chair and couch that he has never permitted any one to occupy either of them for a single moment and says that as long as they remain in his charge none can use them. It was just thirty-seven years ago that the car was first brought to Omaha and I was requested to prepare it for the use of the members of the Union Pacific, says Mr. Stratmann. "It was just as President Lincoln used it, nothing having been



R. R. RECORD & COMMON CARRIER and Chair from Lincoln's Private Car.

moved even from the places in which he was wont to keep them. You may remember that the old car was used to bring the murdered President from Washington to Springfield, Ill., for burial. Then it was sold to the railroad company, which wanted to make a directors' car of it. The car was lined with iron sheeting, and the railroad officials thought it would protect them from the arrows of the Indians and the bullets of the outlaws who ransomed the plains.

"Well, I was told to remove all the rich hangings and silk 'res' with which the car was lined, and to place the chair and couch in storage in the shops here. The car was called with red, white, and blue silk and was lined to within ten inches of the floor with red 'res'. All this was to come off, and new furniture was to be put in place of the old.

"This was done, and the old furniture was relegated to the garret of the car shops, and there it has remained ever since. For the first twenty-five years after this I dusted it weekly with my own hands. Out of respect for Mr. Lincoln I always took my hat off while doing this. But as it got older I began to neglect the work, and for several months now the dust has not been taken off. No one else knew the furniture was here.

"One day, while I was dusting the furniture up, Mr. George M. Pullman of the Pullman company came to see it. He told me at that time that his first idea of the modern sleeping car was obtained from seeing Mr. Lincoln's couch prepared as a bed. He said he worked on the idea for a long time after that and finally got it into shape."

While the old chair and couch have grown old, there are still elegant pieces of furniture, and with a good rubbing down and with new upholstery they would become fit for almost any drawing-room.

The Pullman School of Art. March 1904.

The Ladies Home Journal, a widely circulated organ of corset makers, salad mixers and an authority on how to build a \$5,000 home on a salary of \$4 a week, recently roasted the Pullman Company for its inartistic decorations of sleeping cars.

The subject has been taken up by other publications and the Pullman people ought to feel very much cut up about it.

Everybody seems to agree that the Pullman school of art is atrocious. But not one passenger in a hundred ever notices the overhead decalcomanias. The writer has long observed passengers to see if they were impressed by the money that had been spent on decorations in cars, and does not recall ever having seen a single one even glance upward.

It is simply a waste of coin to throw gold leaf and high priced paint on the ceiling of a car in the shape of scrolls.

Perhaps if the Pullman Company would engage Bouguereau, Jerome, Benjamin-Constant, Weekes (Edwin Lord, not T. H.) Vibert and such artists, or cartoonists like Opper, Davenport and Gould, to put some of their work in the sleepers, the public would lean back and appreciate it.

But better than that would be a series of the Katzenjammer Kids, Simple Simon, Buster Brown and Foxy Grand Pa studies done in colors.

Art would then become the hand maid of business. All the children would want to ride in the Pullmans and the company could raise the rates for the upper berths, because all the kids would want to get up there so as to be near the pictures.

Mexican railroads have asked the Pullman Company to reduce its charge for upper berths one-half. The present rate from the City of Mexico to El Paso is \$6 for a berth, whether upper or lower. The roads are of the opinion that a reduction for the upper berth will increase the Pullman Company's receipts.

RAILWAY WORLD

March 26, 1904.

"JIM CROW" BILLS APPROVED.

Governor Warfield, of Maryland, has approved the two so-called "Jim Crow" bills, requiring separate accommodations on railroads and steamboats for white and negro passengers, and the acts are now in effect. Electric or street cars are not affected.

CAR SHOPS FOR MEXICO.

A new car and foundry company has been formed in Mexico City, with Isaac M. Hutchinson as president, to take advantage of the many demands of Mexican railroads. Erection of shops is already in progress. The company is largely an American enterprise, and will make use of Mexican wood and steel.

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Special Correspondence of The Inter-Ocean.

OMAHA, Neb., Feb. 17.—Dusty, dirty, and covered with cobwebs, the historic old chair and couch used by President Abraham Lincoln in his private railroad car have just been discovered in one of the oldest buildings of the Union Pacific shops in Omaha, where they were placed thirty-seven years ago by order of the then directors of the railroad. The chair is in perfect order today, but the couch, the forerunner of the modern Pullman berth, shows the marks of vandal hands, a large piece of upholstery having been clipped from one of its arms.

Although the furniture has lain in neglect for so many years—so long, in fact, that the officials of the road had actually forgotten that it was in the possession of the company—there was one man who kept watch over it since the day it was placed in the shops and he was told to see that it was not removed except by an order of the executive head of the railroad. That man is George E. Stratmann, foreman of the upholstery department of the Union Pacific, and for thirty-seven years he has never gone into the possession of the sacred relics without removing his hat. Mr. Stratmann was a young man today when the furniture was placed in his charge; it is old and gray, but so great is his respect for the one-time owner and user of the chair and couch that he has never permitted any one to touch a piece of them for a single moment and says that as long as they remain in his charge none can use them.

"It was just thirty-seven years ago that the car was first brought to Omaha and I was instructed to prepare it for the use of the directors of the Union Pacific," says Mr. Stratmann. "It was just as President Lincoln had used it, nothing having been r-



R. R. RECORD & COMMON CARRIAGE and Chair from Lincoln's Private Car, March 1904.



moved even from the places in which he was wont to keep them. You may remember that the old car was used to bring the murdered President from Washington to Springfield, Ill., for burial. Then it was sold to the railroad company, which wanted to make a directors' car of it. The car was lined with iron sheeting, and the railroad officials, though it would protect them from the arrows of the Indians and the bullets of the outlaws who roamed the plains.

"Well, I was told to remove all the rich hangings and silk 'rep' with which the car was lined, and to place the chair and couch in storage in the shops here. The car was called with red, white, and blue silk and was lined to within ten inches of the floor with red 'rep.' All this was to come out and new furniture was to be put in place of the old.

"This was done, and the old furniture was relegated to the garret of the car shops, and there it has remained ever since. For the first twenty-five years after this I dusted it weekly with my own hands. Out of respect for Mr. Lincoln I always took my hat off while doing this. But as I got older I began to neglect the work, and for several months now the dust has not been taken off. No one else knew the furniture was here.

"One day, while I was dusting the furniture up, Mr. George M. Pullman of the Pullman company came to see it. He told me at that time that his first idea of the modern sleeping car was obtained from seeing Mr. Lincoln's coach prepared as a berth. He said he worked on the idea for a long time after that and finally got it into shape."

While the old chair and couch have grown old, there are still elegant pieces of furniture, and with a good rubbing down and a new upholstery they would become fit for almost any drawing-room.

The Pullman School of Art.

The Ladies Home Journal, a widely circulated organ of corset makers, salad mixers and an authority on how to build a \$5,000 home on a salary of \$4 a week, recently roasted the Pullman Company for its inartistic decorations of sleeping cars.

The subject has been taken up by other publications and the Pullman people ought to feel very much cut up about it.

Everybody seems to agree that the Pullman school of art is atrocious. But not one passenger in a hundred ever notices the overhead dealcomanias. The writer has long observed passengers to see if they were impressed by the money that had been spent on decorations in cars, and does not recall ever having seen a single one even glance upward.

It is simply a waste of coin to throw gold leaf and high priced paint on the ceiling of a car in the shape of scrolls.

Perhaps if the Pullman Company would engage Bouguereau, Jerome, Benjamin Constant, Weekes (Edwin Lord, not T. H.) Vibert and such artists, or cartoonists like Opper, Davenport and Gould, to put some of their work in the sleepers, the public would lean back and appreciate it.

But better than that would be a series of the Katzenjammer Kids, Simple Simon, Buster Brown and Foxy Grand Pa studies done in colors.

Art would then become the hand maid of business. All the children would want to ride in the Pullmans and the company could raise the rates for the upper berths, because all the kids would want to get up there so as to be near the pictures.

Mexican railroads have asked the Pullman Company to reduce its charge for upper berths one-half. The present rate from the City of Mexico to El Paso is \$6 for a berth, whether upper or lower. The roads are of the opinion that a reduction for the upper berth will increase the Pullman Company's receipts.

RAILWAY WORLD

March 26, 1904.

"JIM CROW" BILLS APPROVED.

Governor Warfield, of Maryland, has approved the so-called "Jim Crow" bills, requiring separate accommodations on railroads and steamboats for white and negro passengers, and the acts are now in effect. Electric or street cars are not affected.

CAR SHOPS FOR MEXICO.

A new car and foundry company has been formed in Mexico City, with Isaac M. Hutchinson as president, to take advantage of the many demands of Mexican railroads. Erection of shops is already in progress. The company is largely an American enterprise, and will make use of Mexican wood and steel.

RY. & ENG. REVIEW
Febr. 27, 1904.



FLOOR PLAN OF CANADIAN NORTHERN SLEEPING CAR.
Sleeping Car, Canadian Northern Ry.

The accompanying illustrations show the plan and an interior view of a sleeping car of recent construction for the Canadian Northern Ry. The trucks are of the Barney & Smith standard 6-wheeled, 60,000 lbs. capacity type, with steel-tired wheels, and duplicate elliptic bolster springs, and three-coil 8 x 10-in. equalizer springs, and the vestibules are of the Pullman wide-pattern, and the car is lighted with acetylene gas.

To give a brief description of the details of the



SMOKING ROOM OF CANADIAN NORTHERN SLEEPING CAR.

interior, it may be said that the woodwork is of St. Jago mahogany and the state room of white mahogany. The general color scheme is of green. The seats are upholstered in green plush, and the Wilton carpet is of corresponding shade. The trimmings are of Persian brass. Plain surfaces are a feature throughout the woodwork of the car, and any ornamentation is obtained by inlaid work.

TRIBUNE

March 26, 1904.

Must Reserve Berths Earlier.

Hereafter those who reserve sleeping car accommodations on trains out of Chicago must purchase tickets many hours before the trains leave. In the ticket offices of all the roads centering in this city rules have been posted as follows:

For cars leaving in the morning and previously to 1 p. m. tickets must be purchased before 4 p. m. of the preceding day.

For cars leaving at and after 1 p. m. and previously to 6 p. m., tickets must be purchased before 10:30 a. m.

For trains leaving at and after 6 p. m. tickets must be purchased before 2 p. m.

Reservations not sold far by the time specified will be sold to first applicant.

Many persons have reserved berths and failed to appear, hence the new rules.

RAILWAY AGE

March 11, 1904.

To the extraordinary suit brought by Texas law officers against the four express companies operating in that State, on the ground of violation of the State anti-trust laws in making exclusive contracts with the railways, the defendants have made answer, denying that any cause of action exists, and setting out in detail that their contracts with the railways are not combinations in restraint of trade; that prohibition of their business in the State would be interference with interstate commerce which is subject only to congressional regulation; that application of the anti-trust law of 1903 to the invalidation of contracts made prior to that time would be ex post facto legislation and unconstitutional; that the State cannot take the property of corporations without due process of law; that the anti-trust act of 1899 is unconstitutional by reason of discrimination in favor of farmers and laborers; and that the revenue from interstate traffic is insufficient to pay expenses in that State and hence interference with the business in Texas is interference with interstate commerce. It is impossible to see any justification or indeed any adequate motive, justice aside, for the incessant warfare upon corporations by Texas authorities, of which the express cases are only examples. The Pullman Company and all the railways which run its cars, as well as the railways carrying express cars, are the objects of similar litigation instituted or threatened; and all these assaults, in which millions of dollars are demanded as fines, are based upon no evidence of wrong done to the users of the railways and express lines—already regulated to the utmost by the railroad commission. These wholesale prosecutions seem to be the result of an extravagant jealousy for the authority of the State over "its creatures, the corporations," and a morbid fear lest these bodies may some how, some time, do something which would seem to reflect on the dignity and powers of the commonwealth of Texas. Other States with much greater development of corporate wealth and strength, and have the corporate bodies in Texas given special cause for the warfare upon them, through contumacy or lack of deference to the powers that be. What is the matter with Texas?

INTER OCEAN

March 27, 1904.

Maryland Has "Jim Crow" Law.
The Governor of Maryland has approved the bill recently passed by the Legislature requiring railway companies to provide separate coaches for negro passengers except on express trains and trains with Pullman cars attached, but colored employes of the railroads, nurses, and officers in charge of colored prisoners are exempted from the enforcement of segregation.

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TRAVEL IN INDIA HARD

William E. Curtis Writes
That Railways Are Built
for Use, Not Comfort.

ALL CARS MOST PRIMITIVE

Tourist Must Provide His Own
Bedding and Take Chances
of Getting Berth.

BY WILLIAM E. CURTIS.

(SPECIAL CORRESPONDENCE OF THE CHICAGO RECORD-HERALD.)
AHMEDABAD, India, Feb. 9.—The railways of India are many and long and useful, but still very primitive. Their appointments, having been built for utility and convenience, and not for comfort. The day will come, I suppose, when modern improvements will be introduced, and the long journeys which are necessary to reach any part of this vast empire will be made as pleasant and luxurious as transcontinental trips in the United States. Just now, however, the equipment is on a military basis of simplicity and severity. Passengers are furnished with what they need, and no more. They are hauled from one place to another at reasonable rates of speed; they are given shelter from the sun and the storms en route, and the plan is to sit up in the daytime and to lie down during the night, and at proper intervals the trains stop for refreshments—not very good or very bad, but "fair to middling," as the yankees say, in quality and quantity. If a traveler wants anything more he must provide it himself; hence people who live in India, and are accustomed to these things are perfectly satisfied with them, although the tourist who has just arrived is apt to criticize and condemn for the first few days.

Every European resident of India who is accustomed to traveling by train has an outfit similar to the kit of a soldier or a naval officer. He has a roll of bedding, with sheets, blankets and pillow, protected by a canvas cover securely strapped and arranged so that when he wants to retire, he need only unbundle the straps and unroll the blankets on the bunk in the railway carriage. He also has a "tiffin basket," with a tea set, or two tin kettles, a tea caddy, plates and cups of granite ware, spoons, knives and forks, a box of sugar, a tin of jam, a tin of biscuits or crackers, and other concomitants for his interior treatment in case of an emergency; and, never having had anything better, he thinks the present arrangement good enough and wonders why Americans are dissatisfied.

Persons of ordinary common sense and patience can get used to most anything, and after a day or two of sleep, trained to the luxury of Pullman sleepers and dining cars can adjust themselves to the primitive facilities of India without loss of sleep. It is not always one condition

you are never sure "where you are at," so to speak. You never know what sort of accommodations you are going to have. There is always an element of uncertainty as to what will be left for you when the train reaches your place of embarkation.

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Sleeping berths, such as they are, go free with first and second class tickets and every traveler is entitled to one bunk, but passengers at intermediate points cannot make such arrangements until the train rolls in, no matter whether it is noonday or 2 o'clock in the morning. You can go down and appeal to the station master a day or two in advance and advise him of your wants and wishes, and he will put your name down on a list. If you are so fortunate as to be at the starting place of the train he will assign you a bunk and slip a card with your name written upon it into a little slot made for the purpose; the other bunks in the compartment will be allotted to Tom, Dick and Harry in the same manner. There are apartments reserved for ladies, too, but if you and your wife or family want one to yourselves you must be a major general or a lieutenant governor or a rajah or a lord high commissioner of something or other to attain that desire. If they insist upon being exclusive ordinary people are compelled to show as many tickets as there are bunks in a compartment, and the first that come have the pick, as is perfectly natural. The fellow who takes the train later in the day must be satisfied with Mr. Hobson's choice, and take what is left, even if it doesn't fit him. If the train is full, if every bunk is occupied, another car is hitched on, and he gets a lower, but this will not be done as long as a single upper is vacant. And the passengers are packed away as closely as possible because the trains are heavy and the speed is low and the schedule must be kept in the running. A growler will tell you that he never gets a lower berth, that he is always crowded into a compartment that is already three-fourths occupied with passengers who are trying to sleep, but he forgets that they have more than he to complain of, and if he is a malicious man he can find deep consolation in the thought and make as great a nuisance of himself as possible. I do not know how the gentler sex behave under such circumstances, but I have heard stories that I am too polite to repeat.

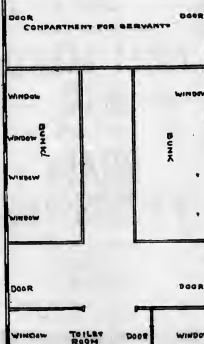
✦ ✦ ✦

There is no ventilation in the ceiling, but there are frises of blinds along both sides of the car, with slats that can be turned to let the air in directly upon the body of the occupant of the upper berth, who is at liberty to elect whether he desires pneumonia or suffocation. The gentleman in the lower berth has a row of windows along his back, which have glass and admit a forced draught of air if the night is damp or chilly. If it is not the windows will not stick so that you cannot open them, and during the night they attract so loud that conversation is impossible unless the passengers have throats of brass like the statues of Siva. In India, during the winter season, there is a wide variation in the temperature, sometimes as much as thirty or forty degrees. At night you will need a couple of thick blankets; at noonday it is necessary to wear a thick helmet or carry an umbrella to protect the head from the sun, and as people do their traveling in the dry season chiefly, the dust is dreadful. Everything in the car will have a scorching gray color before the train has been in motion half an hour.

The bunks are too narrow for beds and too wide for seats. The act of rolling over the night is attended with some danger and more anxiety, especially by the occupants of the upper berths. In the daytime you can sit on the edge of a bunk like an ottoman and do nothing but support

your spine, or you can curl up like Buddha on his lotus flower, with your legs under you; but that is not unadvised, nor is it a comfortable posture for a fat man. Slender girls can do it all right; but it is impracticable for ladies who have passed the bonpoint with their other graces. Or you can shove back against the windows and let your feet stick out straight toward the infinite. It isn't the fault of a railway corporation or the master mechanic of a car factory if they don't reach the floor. It is a defect for which nature is responsible. President Lincoln once said every man's legs ought to be long enough to reach the ground.

The cars are divided into two, three, or four compartments for first-class passengers, with a narrow little one for their servants at the end which is absolutely necessary, because nobody in India travels without an attendant to wait upon him. His comfort as well as his social position requires it, and few have the moral courage to disregard the rule. To make it a little clearer I will give you a diagram sketched by your special artist on the spot.



This is an excellent representation of a first-class railway carriage in India without meretricious embellishments.

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The second-class compartments, for which two-thirds of the first-class rates are charged, have six narrow bunks instead of four, the two extras being in the middle supported by iron rods fastened to the floor and the ceiling. The woodwork is plain matched lumber, like our flooring, painted or stained and varnished. The floor is bare, without carpet or matting and around on the wall, wherever there is room for them, enormous hooks are screwed in. Over the doors are racks of netting. The bunks are plain wooden benches, covered with leather cushions stuffed with straw and packed as hard as tombstones by the weight of previous passengers. The ceiling is of boards pierced with a hole for a glass globe, which prevents the oil dripping upon your head spot from a feeble and dimmed lamp. It is too dim to read by and scarcely bright enough to enable you to distinguish the expression upon the lineaments of your fellow passengers. A scotch net of green cloth on a wire springs back over the light to cover it when you want to sleep. Sometimes the light works and sometimes it doesn't.

The toilet room is Spartan in its simplicity, and the amount of water in the tanks depends upon the conscientiousness

March 11, 1904.

NEGROES TO ASK RIGHT TO RIDE IN PULLMAN

Bishops and Clergymen Will Appeal to Robert T. Lincoln for Better Treatment While Traveling, Particularly Through South.

of a daked heathen of the lowest caste, who walks over the roofs of the cars and is supposed to fill them from a pig skin suspended on the back of a cow. Your Puritan to own towel and the most unhygienic passenger in the compartment usually wants to borrow a handkerchief, and to bring on himself. You acquire merit in heaven, as the Puritan says, by giving it to him, but the better plan is always to carry two towels, in order to be prepared for such an emergency.

As we were about starting upon a tour that required several days of travel and several weeks of time, the idea of avoiding all risks and anxiety by securing a private car was suggested, and negotiations were opened to that purpose, but were not concluded because of numerous considerations and contingencies which arose at every interview with the railway officials. They are not accustomed to such innovations and could not decide upon their own terms or ascertain, during the period before departure, what the connecting lines would charge us. There are private cars fitted up luxuriously for railway managers and high officials of the government, but they couldn't spare one of them for so long a time as we would need it. Finally some body suggested a car that had been left over the Duke and Dubsach of Connaught when they came over here last winter. It had two compartments, with a bathroom, a kitchen and servants' quarters, but only three beds. We were obliged to let us use it provided we purchased six first-class tickets, and were too obtuse to comprehend why we should be obliged to pay for a car that could not possibly admit more than three passengers. This was the first of several issues. At the next interview they decided to charge us \$4000 for the use of the car for the entire time of all the time the car was not in motion, and, finally, at the third interview, the traffic manager said he would let us have us to buy six first-class tickets in order to get the empty car back to Bombay. He starting point at Bombay. This brought the charges up to a total as large as would be charged for a Pullman or an opera company, and we decided to take our chance in the regular way.

We bought some sheets and pillow-cases, pillows and old-fashioned comfortable chairs, blankets, and bed-covers. The latter are on this train leaving Bombay that night. Two hours before the time for starting, we went to our "bunks" down to make up the beds, which, being accustomed to that sort of business, he did in an artistic manner, and by allowing him to take command of the expedition we succeeded in making the journey a most successful and full satisfaction. The ladies of our party were assigned to one compartment and the gentlemen to another. The latter had the company of an engineer engaged upon the Bombay harbor improvement, a very intelligent and polite Englishman who acts as "adviser" to a native person in the administration of the road. On the same train and next to our compartment was the private coach of the Maharaja of Baroda, who was accompanied by a woman or two servants, and came to the train escorted by a multitude of friends, who hung gardens of marigolds about his neck until his eyes and the bridge of his nose were the only features visible. The first-class passenger cars are filled with car loads of trunks and bags and bundles, which, to avoid any possibility of collision, they endeavored to stow away in their compartments. The third-class carriages are packed with poor-looking natives, and up to the limit allowed by law, for, painted in big white letters, where every passenger and porter can read it, is a notice giving the number of people that can be jammed into that particular car. We found ourselves in a compartment nearly all freight cars which are used to transport mail and express parcels. It is a device that occurs frequently—allowing first class in summer and twenty-three in winter in some of the cars. We were packed in a thirty-four in winter and twenty-six in summer, to avoid homicide by suffocation. The caretaker of the train, who had a chart did not insist any better than the innkeeper and humble mortals who occupied our beds. We found ourselves at Ahmedabad, got a good breakfast at the station, and were about to pass on to the next and palace we do not pass that I will

March 11, 1904

Bill to Require Improved Construction of Passenger Cars

The following bill "to promote the safety of travel on railroads by compelling common carriers engaged in interstate commerce to strengthen the construction of passenger coaches," etc., was offered in the House of Representatives on March 10, 1904, by Mr. B. H. Smith, and referred to the committee on interstate and foreign commerce.

"Be it enacted that from and after the first day of January, 1906, it shall be unlawful for any common carrier engaged in interstate commerce by railroad to construct any new car for use for the first time after said date, and to use any car operated upon its line any day or passenger coach, mail car, chair, smoking or combination car, or tourist sleeper, each of which shall conform to a standard, of which the following specifications shall be deemed essential parts:

"a. A strong, heavy underframe, with end sills of steel or other metal, and with ribs than floor joists or sleepers of steel or other metal running the entire length of said underframe, including end platforms, as firmly fastened or bolted to the buffer beams of each of the car; said side sills and girders or sleepers to be firmly framed and fastened together with the necessary bolts, rods, plates and angle iron and covered with steel floor plates, which, if provided, that thereby no portion of suitable air or automatic braces and automatic couplers already required by law.

"b. A vertical vibration frame of steel or other metal securely built up to the end platforms of said cars, in the manner of construction now employed in the vestibule construction of improved modern sleeping cars.

"c. A strong, heavy upper side and end framework of steel or other metal securely built upon the side and end sills and fastened to one another by suitable metallic cross-tees and diagonal braces for windows and doors. The car roof to be supported by suitable rafters of steel or other metal suitably curved and fastened by means of arch bars or plates to the tops of said vertical standards or posts.

"d. That the standards, models or standards of the said bill authorized hereby to designate to the Interstate Commerce Commission models or standards for the classes of cars affected by the provisions of the said bill, constructed upon the specifications set forth in section 1 of this act; said models to be complete in detail, and regard being had to weight, strength of materials and existing power of the cars, and the determination as to such models or standards being certified by the Interstate Commerce Commission, said commission shall cause to be adopted the standards or models fixed upon by the said commission, owners or lessees engaged in interstate passenger traffic in the United States, by such means as the commission may deem proper. But should said association fail to determine such models or standards as above provided, it shall be the duty of the Interstate Commerce Commission to do so before the first day of January, 1906, and immediately give notice thereof as aforesaid. After the first day of January, 1915, no car or passenger coaches, mail car, chair, smoking or combination cars or tourist sleepers shall be used and operated in interstate traffic which do not comply with the standards or models above provided for.

"e. That the standards or models above provided for, whether by said American Railway Association or by said Interstate Commerce Commission, the sum of five thousand dollars hereby appropriated for that purpose, the treasury of the United States not otherwise appropriated.

"Sec. 4. That any such common carrier, engaged in interstate passenger traffic, constructing and putting in use any new car for the first time after said date, and using and operating the same, and permitting the same to be used and operated on its line, any car not conforming to the standards or models prescribed by this act, and any such common carrier using any such car after the first day of January, 1915, of the class and character affected by this act, which do not conform to the model hereinbefore prescribed, shall be liable to a civil penalty of one thousand dollars for each and every such violation. Any such car, suit or suits brought by the United States district attorney in any of the United States District Court having jurisdiction in the locality where such violation is committed, and the duty of the Interstate Commerce Commission, and it shall be the duty of such district attorney to bring such suits upon duly verified information being lodged with the commission having occurred; and it shall also be the duty of the Interstate Commerce Commission to cause the proper United States district attorney any such violation as may come to its knowledge: Provided, that nothing in this act contained shall apply to electric car lines or street cars engaged in interstate passenger traffic.

"Sec. 5. That the Interstate Commerce Commission may from time to time, upon full hearing and for good cause shown, extend the period within which any common carrier shall

A conference with President Lincoln is expected as soon as he returns to Chicago about two weeks hence. The grievance complained of is an old one, but since January, last, it is said, new reasons for an appeal to the company have been furnished in the severity with which negro passengers in Pullman cars have been treated.

The bishops and clergymen who attended the meeting of the United States commission were given a reception last night at St. Paul's Chapel, Chicago, presided over by the Rev. Dr. H. T. Johnson. They will remain in Chicago for the biennial general conference of the church to be held here in August. Rev. Dr. H. T. Johnson will preach next Sunday morning in the Quinn Chapel, and Rev. Dr. H. T. Johnson will preside at the evening service. Through inadvertence part of Bishop Smith's address advocating the acquiring of San Domingo as a colony for negroes by the United States was credited yesterday to Bishop Green.

CHRONICLE

March 18, 1904.

NEWS OF RAILWAY WORLD

Tennessee Central Goes Into Hands of a New Investor.

KNOXVILLE, Tenn., March 17.—Upon application of M. N. Eilken & Co. of South Carolina, subcontractors, in a suit filed in the chancery court of Davidson county at Nashville, Tenn., today, W. J. Oliver of Knoxville was appointed receiver of the Tennessee Central railroad, which runs from Harrison, Tenn., to Hopkinsville, Ky., by way of Nashville, Tenn. Eilken & Co. sue for a balance of \$44,000 which they claim is due them for work done from Emory Gap to Harrison. The bill charges that the road has failed fully to pay the claimants for work done since the latter were building the line between Lebanon and Nashville, and also that it has failed to pay \$200,000 in claims for work done since the latter were building the line between Lebanon and Nashville. The bill also charges that there are other liabilities, aggregating more than \$200,000, which the road has also failed to pay. The bill also charges that the claimants are proceeding by separate suits in Davidson and Montgomery counties, Tennessee, to enforce their contractors' liens by separate sale of separate portions of the road. The bill and necessary exhibits are filed and will be an entirely from Harrison to Hopkinsville. It is claimed priority for the contractors who have been mentioned.

RECORD-HERALD March 11, 1904. NEGROES TO ASK RIGHT TO RIDE IN PULLMAN

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Particularly Through South.

of a naked heathen of the lowest cast, who walks over the roofs of his cars, and is supposed to fill them from a pig skin suspended on his back. Of course you furnish your own food, and the most wretched passenger in the compartment usually wants to borrow it. It is the duty of a man to bring one himself. You acquire merit in heaven, as the Buddhists say, by loaning it to him, but the ways to carry two to carry two towels, in order to be prepared for such an emergency.

As we were about starting upon a tour that required several thousand miles of travel and several weeks of time, the idea of avoiding all risks and anxiety by securing a private car was suggested, and negotiations were opened to that purpose, but were not concluded because of numerous considerations and contingencies which arose at every interview with the railway officials. They are not accustomed to such innovations and could not decide upon their own terms or ascertain, during the period before departure, what the connecting liner would charge us. There are private cars fitted up luxuriously for railway managers and high officials of the government, but they couldn't spare one of them for so long a time as we would need it. Finally somebody suggested a car which was fitted out for the Duke and Duchess of Connaught when they came over from India last winter. It had two compartments with a bathroom, a kitchen and servants' quarters, but only two bunk beds. We were obliged to let us use it provided we purchased six first-class tickets, and were to obtain to comprehend why it was so expensive, and the fare for a car that could not possibly admit more than three people. But that was only the first of several issues. At the next interview they decided to charge us demerage at the rate of \$100 per day for all the time the car was not in motion, and, finally, at the third interview, the traffic manager said we must purchase for us to buy six first-class tickets in order to get the empty car back to Bombay. Its starting point, at that time, was New York. This brought the charges up to a total as large as would be required for a first-class group on an open company, and we decided to take our chances in the regular way.

We bought some sheets and pillow-cases, pillows and old-fashioned comfortable and blankets, and bought a few magazines on the train leaving Bombay that night. Two hours before the time for starting we were told that the car was to be used as a "bedroom" and we had to get up the beds, which, being accustomed to that sort of business, he did in an artistic manner, and by allowing him to take command of the expedition we succeeded in making the journey a most pleasant and a full satisfaction. The ladies of our party were assigned to one compartment, and the gentlemen to another, and the latter had the company of an engineer engaged upon the Bombay harbor improvements, and a French act as "adviser" to a native prince in the administration of the country.

On the same train and next to our compartment was the private coach of the Maharajah of Baroda, which was attended by a woman or two more servants, and came to the train escorted by a multitude of friends, who hung garlands about his neck and neck until his eyes and the bridge of his nose were the only things visible. The first-class passengers came down with cart loads of trunks and bags and bundles, which, to avoid the charge for extra baggage, they endeavored to stow away in their compartments. The third-class passengers are packed in the cars with their families, and up to the limit allowed by law, for, seated in his seat, he can see where he read it, is a notice giving the number of people that can be accommodated in the compartment.

We found similar incursions of nearly all freight cars which are used to transport natives and their goods, and details that occur frequently—allowing fifteen in summer and twenty in winter, and later thirty-four in winter and twenty-six in summer, to avoid the charge for extra baggage. The Gwalwar of Baroda in his luxurious obdite did not sleep any better than the poorest native who is crowded into our beds. We woke up in the morning at Ahmedabad, got out in the morning at the station, and went out to see the temples and palaces and bazaars that I will tell you about tomorrow.

WILLIAM B. CURTIS.

RAILWAY AGE

March 11, 1904.
Bill to Require Stronger Construction of Passenger Cars

The following bill to promote the safety of travel on roads by compelling common carriers engaged in interstate commerce to strengthen the construction of passenger coaches," etc., was offered in the House at Washington on March 2, by Congressman Enoch C. Sells, and referred to the committee on commerce.

"Be it enacted that from and after the first day of January, 1906, it shall be unlawful for any common carrier engaged in interstate commerce to use or employ any car or passenger coach, or to operate upon its line any day or passenger coach, mail car, chair, smoking or combination car, or tourist sleeper, for purposes of interstate passenger traffic, the construction of which shall not conform to a standard, of which the following specifications shall be deemed essential parts:

"a. A strong, heavy underframe, with end and side sills of steel or other metal, and with end sills, or end sills or sleepers of steel or other metal running the entire length of said underframe, including end platforms, and firmly fastened or bolted to the buffer beam, and each end of the car; said side sills and end sills or sleepers to be firmly framed and fastened together with the necessary bolts, tie rods, plates and angle iron and covered with steel floor of 3/4-inch plate, providing that thereby no part of suitable air or automatic braces and automatic couplings already required by law.

"b. A vertical vestibule frame of steel or other metal securely joined to the end sills and end platforms in the manner of construction now employed in the construction of improved modern sleeping cars.

"c. A top structure, whose side and end framework shall consist of suitably shaped and fitted members of steel or other metal securely joined upon the side and end sills and fastened to one another by suitable metallic cross-ties and diagonal braces, allowing spaces for windows and doors.

"The car roof to be supported by a series of rafters of steel or other metal suitably curved and fastened by means of arch bars or plates to the tops of said vertical standards or posts, and to be supported by a series of girders of the said material, authorized hereby to designate to the Interstate Commerce Commission models or standards for the classes of cars affected by the provisions of this act, and to be constructed upon the specifications set forth in

"1. of this act; said models to be complete in detail, and to specify the weight, strength of materials and the existing power in case of any material defect or deviation as to such models or standards being certified to by the Interstate Commerce Commission, said commission shall also give notice of the said standards or models fixed upon to all common carriers, owners or lessees engaged in interstate passenger traffic in the United States, by such means as it may deem proper. But should said association be unable to determine such standards, or should it be determined, it shall be the duty of the Interstate Commerce Commission to do so before the first day of January, 1906, and to give notice thereof as aforesaid. After the first day of January, 1910, no passenger coaches, mail cars, chairs, smoking or combination cars or tourist sleepers shall be used and operated in interstate traffic which do not comply with the specifications and standards herein provided for.

"Sec. 2. That for the purpose of the carrying out of the design of said models or standards above provided for, which shall be hereby appropriated out of any money in the treasury of the United States not otherwise appropriated.

"Sec. 3. That any such common carrier, engaged in interstate passenger traffic, who shall be found to be in violation for the first time after said first day of January, 1906, in using and operating the same, and permitting the same to be used and operated on its line, any car not conforming to the standard or model herein provided for, shall be deemed to be in violation of this act, and the common carrier using any cars after the said first day of January, 1915, of the class and character affected by the provisions of this act, which do not conform to the model hereinbefore prescribed, shall be liable to a penalty of one hundred dollars for each and every such violation, to be recovered in any suit or suits brought by the United States district attorney in the United States, or in any territory, or in any locality where such violation shall have been committed. It shall be the duty of such district attorney to bring such suits, and to cause to be filed in the office of the district attorney such information being lodged with him as may be required by the Interstate Commerce Commission to lodge with the proper United States district attorney any such violation of this act contained shall be deemed to be a violation of this act, and the common carrier using any cars engaged in interstate passenger traffic.

"Sec. 4. That the Interstate Commerce Commission may from time to time, upon full hearing and for good cause shown, extend the period within which any common carrier shall

Negro bishops and ministers assembled yesterday in Quinn Chapel, at a meeting of the church extension committee of the African Methodist Episcopal church, and took action toward bringing about better treatment of negroes traveling in Pullman cars between the northern and southern states. After much discussion and denunciation of the "Jim Crow" car laws, a committee was appointed to call on President Robert T. Lincoln of the Pullman company and ask for provisions that will enable negro passengers to obtain food and rest when traveling between the North and the South. The committee is composed of Bishop W. J. Gaines of Georgia, Bishop A. E. Grant of Indianapolis, Bishop C. S. Smith of Detroit, Rev. A. J. Carey of Chicago and Rev. H. T. Johnson of Philadelphia.

A conference with President Lincoln is expected as soon as he returns to Chicago about two weeks hence. The grievance complained of is an old one, but since Jan. 1st, it is said, new reasons for an appeal to the company have been furnished in the severity with which negro passengers in Pullman cars have been treated.

The bishops and clergymen who attended the meeting of the board of trustees of the committee were given a reception last night at the home of Bishop Grant, in Chicago. They will remain in Chicago for the quadrennial general conference of the church, which will be held there on May 1st. Bishop Gaines will preach next Sunday morning in Quinn Chapel, and Rev. D. H. T. Johnson at the same time in the evening.

Through inadvertence part of Bishop Smith's address advocating the acquirement of the South by the United States negroes by the United States was credited yesterday to Bishop Grant.

CHRONICLE

March 18, 1904.

NEWS OF RAILWAY WORLD

Tennessee Central Goes Into Hands of Receiver.

KNOXVILLE, Tenn., March 17.—Upon application of M. N. Elkan & Co. of South Carolina, contractors in a suit filed in the chancery court of Boone county, Tenn., today, W. J. Oliver of Knoxville was appointed receiver of the Tennessee Central railroad, which runs from Harrison, Tenn. to Hopkinsville, Ky., by way of Nashville. Elkan & Co. were to be paid \$44,000 which they claim is due them for extending the Lebanon Emergency Gap to Harrison. The bill charges that the receiver failed to pay the Lebanon Construction Company of Knoxville for building the line between Lebanon and Nashville, and also that the receiver failed to pay \$200,000 balances due to be for building the road from Nashville to Hopkinsville. The bill also charges that there are many liabilities, aggregating more than \$2,000,000. It is also charged that the Lebanon Construction Company and W. J. Oliver & Co. are proceeding to dispose of the Davidson and Montgomery counties, Tennessee, to enforce their contractors' liens by separate suits against the receivers of the line. The bill filed seeks to preserve the road and sell it as an entirety from Harrison to Hopkinsville and also to allow the receiver to take possession of the road. The receiver was named by Chancellor J. W. Buesch.

March 11, 1904.

IN HONOR OF THE BIRTH

Negroes Will Appeal for Equal Rights on Fullman Cars.

FOR CHURCH DELEGATES.

Also to Seek Dining Car Courtesies for A. M. E. Conference.

Negroes are preparing an appeal to be delivered to Robert T. Lincoln, president of the Fullman company, asking for equal rights with the whites in sleeping cars throughout the south. They are likewise planning to ask managers of the dining car service on south-bound roads to allow similar rights.

The special cause for this appeal is the approving general conference of the African Methodist Episcopal church, to be held in Chicago in May. The rights are requested of negro delegates traveling from the south.

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This will not be satisfactory. The appeal to President Lincoln and to the dining car authorities will be based on the general rights of interstate passengers.

Chance to Go Hungry Now.

"As matters stand now," said one of the committeemen, "although a colored passenger may buy a ticket from Chicago to New Orleans, the moment he passes the Ohio river he will find himself unable to get anything to eat even at the railroad stations. We shall ask that our money be allowed to purchase the same services at the money spent by other patrons of the roads."

The thousands of delegates that will visit this city the first week in May will be entertained in private houses, and the conference will ask no special hotel privileges. A fund of \$5,000 is to be raised from subscription among Chicago business men, many of whom have expressed their sympathy with the conference and have promised their cooperation.

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Unfortunately is the weary person who is caught in one of these traps of diabolism, and made to endure temperatures ranging from that of the frigid to that of the torrid zone. It is certainly expending to be subjected to conditions that imperil the physical well-being of people who for the time are in the power of careless and incompetent servants. It seems to be a favorite practice for porters to lower the temperature of the car to a point where one must go to his berth to get warm, notwithstanding commercial men, newspaper men and others are busy arranging their work for the following day. It is to the berth for them and all others who want ordinary comfort. It is the same old story of getting the smoking room vacated in order to make a place for the porter to enjoy the reward of his diplomacy, and who sees to it that his tropical taste is fully satisfied only when the passengers are disposed of in their several billets, when the temperature of the car runs up until the conditions of a Turkish bath hot room pervade the car.

One retires with the fond hope that all troubles will vanish in balmy sleep, and to the super-sensitive berths is the porter's shoving, and to the super-sensitive berths is probably nothing as near the music of a riveting gang as the water hammer in frozen or badly drained steam heating pipes. It is not uncommon to be kept awake for hours by this nerve-wrecking cause, to be awakened after a fitful nap by a heat approaching torridity. Some one is, or should be, responsible for this, and should see to it that an equitable temperature is maintained in the car. It is the range—the transition from uncomfortable cold to heat and vice versa, that endangers one's health, not to say anything about the physical discomforts, the endurance of which incapacitate a man for work when on the road.

Standards of taste constantly change. The Pullman cars of ten years ago were generally considered beyond criticism in the matter of interior finish. Today public taste in architecture and interior finish and furnishings is radically different. There has been considerable criticism (some of it in our own columns) of the bad taste shown in sleeping car interiors, and the neglect of sanitary considerations. Ten years ago most of us praised things which we now condemn; but we cannot all rebuild or refurnish our houses yearly to keep up with changing standards. The Pullman Co. has about 3500 cars, and retires many of them yearly. It cannot "at one fell swoop" destroy, sell or even rebuild good, serviceable cars, on account of a matter of taste. There would be legitimate ground for criticism if in building new cars it fell far behind the standards of the day. We freely acknowl-

edge having overlooked this distinction. An examination of the cars now building and built during the last few years shows a decided improvement both in the direction of simplicity of design and in sanitation. That they are well abreast of the best thought in their recent construction, we will show by description and illustration in an early number. *Ry. Review 3/10/04*

INTER OCEAN

March 26, 1904.

MUST PAY IN ADVANCE TO HOLD PULLMAN'S

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"Reservations not paid for by time specified will be sold to first applicant."

Railway officials declare that every railroad loses a large sum of money every month through the custom of allowing persons to make reservations of sleeping car space without paying for the tickets at the time. Very few people take the trouble to notify a railway company that they have changed their plans and will not need the space in sleeping cars which has been reserved for them. Other persons who want a berth or section are told that "very few have been so reserved," and the result usually is that they go to some other railway which has vacant space in its sleeping cars.

"Times without number my diagrams of sleeping cars have been filled with reservations several hours before the time for the departure of trains, and we turned away persons ready to buy their tickets, yet when the train actually started not more than two-thirds of the space would be occupied," said a practice officer of one of the great railroads. "For cars leaving at or after 6 p. m. and previous to 6 p. m., tickets must be purchased before 10:30 a. m. Having made the reservations, they take my tickets and leave time happens to suit them best."

The new rule regarding reservations of sleeping car space is fair to the public and fair to the railroads," said a Western eastern passenger agent. "The public should have an opportunity to reserve space in advance, without paying anything, but it is unfair asking too much that within three or four hours of train time the person on the railroad notified that they had bought making the reservation will not need it. If a person after buying a sleeping car ticket is obliged to postpone or abandon his trip he can get the money paid for the ticket refunded by applying to the agent in advance before the departure of the train or car for which the ticket was issued. Unless application is made before that time, though, the railroad company will not refund the amount paid for the tickets."

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Unfortunately the weary person who is caught in one of these traps of diabolism, and made to endure temperatures ranging from that of the frigid to that of the torrid zone. It is certainly expensating to the passenger, and it is certainly impeding the physical well-being of people who for the time are in the power of careless and incompetent servants. It seems to be a favorite practice for porters to lower the temperature of the car at a point where one must go to his berth to get warm, notwithstanding commercial men, newspaper men and others are busy arranging their work for the following day. It is to the berth for them and all others who want ordinary comfort. It is the same old story of getting the smoking room vacated in order to make a place for the porter to enjoy the reward of his diplomacy, and who sees to it that his tropical taste is fully satisfied only when the passengers are disposed of in their several billets, when the temperature of the car runs up until the conditions of a Turkish bath hot room pervade the car.

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Unfortunately the weary person who is caught in one of these traps of diabolism, and made to endure temperatures ranging from that of the frigid to that of the torrid zone. It is certainly expensating to be subjected to conditions that impair the physical well-being of people who for the time are in the power of conductors and incompetent servants. It seems to be a favorite practice for porters to lower the temperature of the car to a point where one must go to his berth to get warm, notwithstanding commercial men, newspaper men and others are busy arranging their work for the following day. It is to the berth for them and all others who want ordinary comfort. It is the same old story of getting the smoking room vacated in order to make a place for the porter to enjoy the reward of his diplomacy, and who sees to it that his tropical taste is fully satisfied only when the passengers are disposed of in their several billets, when the temperature of the car runs up with the conditions of a Turkish bath hot room meretric the car.

One retires with the fond hope that all troubles will vanish in lullaby sleep, but everybody has a boiler shop training, and to the super-sensitive there is probably nothing as near the music of a rattling engine as the water jammer in frozen or badly drained steam heating pipes. It is not uncommon to be kept awake for hours by this nerve-racking cause, only to be awakened after a fitful nap by a least appreciable tortuosity. Some one is, or should be, responsible for this, and should see to it that an equable temperature is maintained in the car. It is the mango-transition from uncomfortable cold to heat and vice versa, that endangers one's health, not to say anything about the physical discomfort, the embrace of which incapacitate a man for work when on the road.

Standards of taste constantly change. The Pullman cars of ten years ago were generally considered beyond criticism in the matter of interior finish. Today public taste in architecture and interior finish and furnishings is radically different. There has been considerable criticism (some of it in my own columns) of the bad taste shown in sleeping car interiors, and the neglect of sanitary considerations. Ten years ago most of us praised things which we now condemn; but we cannot all rebuild or refurbish our homes yearly to keep up with changing standards. The Pullman Co. has about 3,500 cars, and retires many of them yearly. It cannot "at one fell swoop" destroy, sell or even rebuild good, serviceable cars, on account of a matter of taste. There would be legitimate ground for criticism if in building new cars it fell far below the standards of the day. We freely acknowl-

ed, having overlooked this distinction. An examination of the cars now building and built during the last few years shows a decided improvement both in the direction of simplicity of design and in sanitation. That they are well abreast of the best thought in their recent construction, we will show by description and illustration in an early number. *Rev. Review 3/11/04*

INTER OCEAN

March 26, 1904.

MUST PAY IN ADVANCE TO HOLD PULLMANS

Berths and Sleepers Will Not Be Reserved Unless a Cash Deposit Is Made by the Purchaser.

"Pay cash in advance for your sleeping car ticket or sit up all night in the coach," is the effect of a rule which has just been adopted by the railroads terminating in Chicago. In a prominent place in every city ticket office yesterday was placed the following sign:

"Sleeping car reservations must be paid for at this office.

"For cars leaving in the morning and previous to 1 p. m., tickets must be purchased before 7 p. m. of preceding day.

"For cars leaving at or after 1 p. m. and previous to 6 p. m., tickets must be purchased before 10:30 a. m.

"For cars leaving at or after 6 p. m., tickets must be purchased before 2 p. m.

"Reservations not paid for by time specified will be sold to first applicant."

Railway officials declare that every railroad loses a large sum of money every month through the custom of allowing persons to make reservations of sleeping car space without paying for the tickets at the time. Very few people take the trouble to notify a railway company that they have changed their plans and will not need the space for sleeping cars which has been reserved for them. Other persons who want a berth or section are told that "every lower berth is reserved," and the result usually is that they go to some other railway which has vacant space in its sleeping cars.

"Times without number my diagrams of sleeping cars have been filled with reservations several hours before the time for the departure of trains, and we turned away persons ready to buy their tickets, yet when the train actually started no more than a third of the space would be occupied," said an old city passenger agent. "I know it is a practice of many persons to reserve sleeping car space on a lot of trains, knowing that they will only use one. Having made their reservations, they take any of the leading time happens to suit them best."

"The new regulations concerning reservations of sleeping car space in fair to the public and to the railroads," said a Western general passenger agent. "The Western should have an opportunity to reserve space in advance, without paying anything, but it is four hours of train time that within three or four hours of the departure of the train, making the reservation, a ticket is bought by a person after having a sleeping car. If he does not use the berth, the ticket is refunded by applying to the selling agent before the departure of the train or car for which the ticket was bought. Unless application is made before that time, though, the Pullman company will not refund the amount paid for the ticket."

AMERICAN

March 19, 1904.

**CHICAGOANS TO
SUE PULLMAN FOR
BILLOWS.**

Heirs Unite in Claiming Stewart Avenue, Occupied by Pennsylvania Tracks.

FAMOUS ENGLISHMAN LEADER IN FIGHT

Many Distinguished Names Throughout the Country Are Involved.

A claim to Stewart avenue, one of Chicago's oldest thoroughfares, most of which is occupied by the Pittsburg, Fort Wayne & Chicago Railroad, will furnish a basis for a suit involving millions of dollars worth of property.

Only a few days ago the heirs of the original owners of what is now Stewart avenue which is used by the railroad to run its Chicago from the city to the country and concluded arrangements to start suits against the Pennsylvania Road, which now controls the Pittsburg and Fort Wayne systems.

Among them were A. Stewart Appleton, the London author, financier and colonization king; and Francis Brewster, now of 412 La Salle avenue; Gillbert T. Potter, a real operator of Indian Territory; Lorenzo S. Johnson, head of the combination of railroads in Mexico City; Major James D. Ludlam, the civil war veteran, and Charles Stewart Ludlam of New York.

Mrs. M. C. Sanger, mother of Mrs. George M. Pullman, is fighting for her share of the property in question, and she is pushing her suit jointly with the other heirs. She is now in Pasadena, Cal., with Mrs. Pullman.

Stewart avenue, Chicago, which extends through the famous South Branch subdivision of the city, was originally platted in 1823 by Stewart, Sanger and Wallace and avenues named for different members of the firm were given the city under statutory decision.

The subdivision extended from Twenty-second street to Twenty-sixth street and west from Stewart avenue to the South Branch of the Chicago River. It is now worth millions of dollars. In fact the Pittsburg, Fort Wayne & Chicago Railroad laid its tracks on half of Stewart avenue, subsequently taking the other half and now using the entire street.

The last professional act of the distinguished Chicago lawyer and publicist, John H. Hamline, who died a fortnight ago, was to place his written approval upon the legality of the instructions of the Pennsylvania Railroad to the Stewart avenue heirs. One of these heirs, Stewart Patterson of the Patterson family, owners of the Chicago Tribune, is represented by Mr. Redwood Stephens, ex-in-law of Norman H. Huen and partner of Hamline, Scott & Lord, attorneys in the Women's Temple, Chicago.

Among other heirs of the south branch who have combined with the Stewart heirs are Judge Guyver Garnett and William Garnett of Chicago, having property extending south from the eighth street; George Bappters of the Hyde Park Hotel; George Leck McKinnocks of Lake Forest; Stewart Clark of Evanston; Mrs. Helen Williams of Lake Forest; and Mrs. Lieutenant Raymond Hardsen and Mrs. Elizabeth Phillips, whose brilliant wedding last summer at the home of Mrs. George M. Pullman was one of the sensations of Chicago society, and her sisters, the Messrs. Lacey and Dorothea Johnson, the Messrs. Arthur Stewart Johnson of "Los Olas," and Mrs. Frances Pullman of London.

TRIBUTE
March 27, 1904.
**PULLMAN RULES
MEET DEFIANCE**

Three Railroads Refuse to Require Early Taking of Sleeping Car Berths.

MORE PLAN TO RESIST.

Asserted Order of Company Is Removing Convenience from Night Train Patrons.

At least three of the trunk line railroads from Chicago yesterday refused to observe the order of the Pullman company which that berths in sleeping cars be reserved long in advance of train departures, and paid for at that time. The Pennsylvania, Erie, and Lake Shore made positive refusals.

The rules which caused the trouble were sent on Friday to all the city ticket offices and were as follows:

For cars leaving in the morning and previously to 1 p. m. tickets must be purchased before 4 p. m. of the preceding day.

For cars leaving at and after 1 p. m. and previously to 8 p. m. tickets must be purchased before 10:30 a. m.

For trains leaving at and after 8 p. m. tickets must be purchased before 2 p. m.

Reservations not paid for by the time specified will be sold to first applicant.

Pennsylvania to Disregard Them.
"The Pullman company is not running the Pennsylvania railroad," said a representative of the passenger department. "We have our own plan of making reservations and it is satisfactory to us. We have the Pullman company's card here, but it is not posted for the public."

The Baltimore and Ohio agent said his company three years ago established rules corresponding to those sent by the Pullman company and was enforcing them rigidly. The Erie agent said he had not posted the notice and did not intend to, nor does he intend to use the new diagram of cars furnished by the Pullman company which gives all the upper berths on one side and all the lower berths on the other side of the blank.

Northwestern in Opposition.
A representative of the passenger department of the Chicago and Northwestern said:

"Our business on the Pullman trains is largely a matter of accommodation. The new rules might be enforced if there was concerted action by the different lines, but I do not think any of the agents will try hard to live up to them. We have not posted the notice, and do not intend to unless there is unanimous action. The plan may be a good one for eastern roads, where space is limited and there are numerous through trains daily, but I think the western roads are almost a unit against it."

At the office of the Burlington the agent said he would not express an opinion until he learned what action other western roads would take. He remarked, however: "You don't see the new rules posted, do you?" The Lake Shore agent refused to post the rules. Agents of the Rock Island, Michigan Central, and Chicago and Alton also said the new rules would not be posted.

RY. & ENG. REVIEW
March 26, 1904.



NEW RAILWAY EXCHANGE BUILDING, CHICAGO.

AMERICAN

March 19, 1904.

CHICAGO'S TO SEE RY. FOR BILLS.

Heirs Unite in Claiming Stewart
Avenue, Occupied by Penn-
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FAMOUS ENGLISHMAN
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Many Distinguished Names
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A claim to Stewart avenue, one of Chi-
cago's oldest thoroughfares, most of which
is occupied by the Pittsburgh, Fort Wayne
& Chicago Railroad, will furnish a basis
for a suit involving billions of dollars worth
of property.

Only a few days ago the heirs of the
original owners of the lot part of Stewart
to Chicago from all parts of the country
and concluded arrangements to start suit
against the Pennsylvania road, which now
controls the Pittsburgh & Fort Wayne sys-
tem.

Among them were A. Stewart Appleton,
the London author, financier and colonial
see Texas, now of 412 La Salle avenue; Gil-
bert T. Foster, a coal operator of Indian
Territory; Lorenzo M. Johnson, head of the
combination of railroads in Mexico City;
Major James D. Laidlaw, the civil war vet-
eran, and Charles Stewart Ludlum of New
York.

Mrs. M. C. Sanger, mother of Mrs.
George M. Pullman, is fighting for her
share of the property. In question, and she
is pushing her suit jointly with the other
heirs. She is now in Pasadena, Cal., with
Mrs. Pullman.

Stewart avenue, Chicago, which extends
through the famous South Branch subdivi-
sion of the city, was originally platted
in 1832 by Stewart, Appleton and Wallace,
and avenues named for different members
of the firm were given the city under statu-
tory dedication.

The subdivision extended from Twenty-
second street to Twenty-sixth street and
west from Stewart avenue to the South
Branch of the Chicago River. It is worth
billions of dollars. In 1866 the Pitts-
burgh, Fort Wayne & Chicago railroad laid
its tracks on half of Stewart avenue, sub-
sequently taking the other half and now
using the entire street for tracks.

The last professional act of the distin-
guished Chicago lawyer and publisher, John
H. Hambley, who died a fortnight ago, was
to place his written approval upon the
legality of the indebtedness of the Pennsylv-
ania Railroad to the Stewart avenue heirs.

One of these heirs, Stewart Patterson of
the Patterson family, owners of the Chi-
cago Tribune, is represented by Mr. Red-
mond Stephens, partner of Norman B.
Beam and partner of Hambley, Scott &
Lord, attorneys in the Women's Temple,
Chicago.

Among other heirs of the south branch
who have combined with the Stewart heirs
are Judge Gwynne Garrest and William
Jennett of Chicago; George Perry of the
tending south of Twenty-sixth street;
George Reppley of the Hyde Park Hotel,
Chicago; the McKinnocks of Lake Forest;
Stewart Clark of Evanston, Mrs. Sidney
Williams of Lake Forest; and Mr. and
Mrs. Raymond Hardenburgh, now in the
Philippines, whose brilliant Mrs. Edith
Summer at the home of Mrs. George M.
Pullman was one of the attractions of Chi-
cago society, and her sisters, the Mes-
sers-Lesley and Dorothea Johnson, and their
brother, Stewart Johnson of "Los Oaks"
Winnetka; Mrs. Florence Pullman Lowden,
wife of Colonel Lowden, and her sisters,

Mrs. Frank Carolan of San Francisco, and
the surviving Pullman twin, Sanger Pull-
man, now of California; also Mrs. Fannie
Matthews Johnson, daughter of Watson
Matthews of New York, and Mrs. Alice
Sanger Chessman, wife of Colonel Walter
Chessman, the Denver millionaire, and
her two sons, George Pullman Sanger and
Walter Sanger.

TRIBUNE

March 27, 1904.

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quire Early Taking of
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Lake Shore made positive refusals.
The rules which caused the trouble were
sent on Friday to all the city ticket offices
and were as follows:

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m. of the preceding day.

For cars leaving and after 1 p. m. and pre-
viously 6 p. m. tickets must be purchased be-
fore 8:30 a. m.

For trains leaving at and after 6 p. m. tickets
must be purchased before 2 p. m.
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Pennsylvania to Disregard Them.

"The Pullman company is not running the
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The Lake Shore agent refused to post the
rules.

Agents of the Rock Island, Michigan Can-
tal and Chicago and Alton said the new
rules should be enforced. They considered
the present plan of holding reservations on
all train departures unfair to the road.



NEW RAILWAY EXCHANGE BUILDING, CHICAGO.

March 29, 1904.

Tribune 4-6-04

FORGED FORGERIES

Pullman Officials Secure Five True Bills Against Clarence G. Rice.

COMPANY IS SHORT \$2,000

Former Clerk Said to Have Secured This Amount on Refund Fares.

Through the use of 100 or more aliases by a former trusted clerk, the Pullman company, it is alleged, has been financially swindled out of about \$2,000 in the last year and a half. Nearly 100 different charges of forgery are placed against this young clerk—Clarence G. Rice—and the grand jury has voted five true bills against him. Rice is reported to have disappeared from Chicago soon after he quit the employment of the Pullman company. Half a dozen detectives employed by the American Surety company are engaged in a search for him, and incidentally they are anxious to lay their hands on one "Anderson."

The system used against the Pullman company was simple, yet daring. The work was done in the main offices of the company almost under the eyes of the chief officials. The forgeries were not complete, so as to realize on them, until the signatures of at least one of the officials and, in some instances, two, were affixed to the bogus paper.

Defrauds on Refund Fares.
Refund fares or drafts were the means of defrauding the company. Rice, in the capacity of clerk in the auditor's office, came in contact with these rebate fares and it was part of his duties to forward them to his superiors for their signatures. When one signed the paper is redeemable at almost any banking institution in the country. They appeared in the form of a certified draft or check and it was with comparative ease that their value was secured.

Rice, it was testified before the grand jury filed in blank forms, forged the names of agents of the company, and then used a boldness name, purporting to be that of the person who had not used the entire Pullman ticket and was entitled to the refund. This done, it was an easy matter to get the signature of the Pullman officials and later to cash the voucher of fare at any bank.

Not until after Rice had quit the service of the company, was it discovered that the forgeries had been resorted to. A letter of complaint was filed with the company by a person who had not received his rebate when having sent the missing fare to the auditor's office. Investigation showed that it had been regularly received at the office and that it bore the signature of "C. G. Rice." The paying-teller at the bank declared that Rice and "Handford" were one and the same person. It was also learned that, under that alias, Rice had secured money at the same bank.

Many Forgeries Discovered.
Expert accountants were then at work and forgery after forgery was discovered, until 100 instances of swindling were traced. Secret was maintained until when an effort was made to arrest Rice, he was not found. Since then the detectives, working

Among the aliases used by Rice were W. A. Hanford, Louis Lamb, M. P. Olmstead, S. Smith and J. P. Howard, several instances of Rice and Jones, J. J. Ward, G. C. Cooper, P. Spencer, S. E. Hart and scores of others.
According to Inspector Harbort, Rice's sole ambition was to get rich quick. Investigation shows that his habits would not differ with the salary the young man made at the Pullman company office. He is 28 years old and lives nearly all of his time in Morgan Park, where his father, Alvin, is proprietor of the Chicago, Rock Island & Pacific Hotel.

Ray Tagetto 4-1-04
-04
Sleeping-Car Comforts.

Richmond, Va., March 15, 1904.
TO THE EDITOR OF THE RAILROAD GAZETTE:

In riding on a sleeping car the other night from New York to Washington I encountered a new wrinkle, which it occurred to me would be of interest to your readers. It was a sheet in the berth, which was unmarked freely from wrinkles, but which was folded over on the outside so as to cover the blanket for about 20 inches, or more. This is an expedient for the promotion of neatness and preservation of health which was mentioned in your columns some time ago, by a correspondent who had found something of the kind in a sleeping car in England. The English arrangement, if I remember correctly, the blanket was provided with huttons a few inches from its upper edge, and the sheet, having huttons in its hem, was thus fastened in position so as to fully protect the blanket. From the standpoint of the sleeping car superintendent the American scheme of folding the sheet over far enough to keep it in place without fastening, is doubtless the better of the two, as the care of button-holes and huttons on sheets and blankets would be a considerable addition to the work of his forces.

I am sure that you will be glad to know that I have found on the same trip; a washroom, with four bowls, which was just about large enough for one good-sized man to turn around in. The area of the room, including the space occupied by the bowls and their shelves, was roughly, 23 square feet. The room was of the usual dimensions crosswise of the car, about 6 ft. 6 in. and in width it was 4 ft. 9 in. at one end and 3 ft. 10 in. at the other, the end farthest from the entrance being narrower than the other half of the room. Of course, this was not a smoking room. The usual compartment washroom and washroom is by no means luxuriant, but the room was generally enough chairs and other things to take up what lost motion there might otherwise be between the human units, who, in patent office language, are supposed to be able to move freely about in the space available; and, therefore, I do not know as I can say that, the chairs being absent, this "wash" washroom tangles up one's legs any worse than does the ordinary washroom. But the big easy chair has one merit; although it often succeeds in tripping your feet, it does leave a little room for you to move and your arms. In this newly discovered washroom one's upper limbs and lower limbs are about equally hampered. There is, however, one incidental advantage; the walls of the room being at no time more than 1 1/2 inches distant from your elbow, it is very easy to catch yourself in case the lurching of the car threatens to throw you down. For gentlemen—like Mr. Matthias K. Forey and myself—a washroom free from tobacco smoke is a pleasing change; but our pleasure doesn't afford us a tremendous amount of satisfaction when it is accomplished at the expense of so much inconvenience to all other passengers. M. S. G.

[Our correspondent who complains of wash bowls, "just about large enough for one good sized man to turn around in," is indeed hard to please.—EDITOR.]

Safety Appliances.*

PULLMAN TRAIN TO BIG FAIR.

Ten Cars Costing \$500,000 Will Leave the Shops This Morning for St. Louis Exposition.

An exhibition train of ten cars built by the Pullman company will leave the shops for St. Louis this morning over the Illinois Central railroad. The cars, said to be the finest ever made at the works, will be the composition of all the different styles—private, buffet, tourist sleeper, chair car, coach, compartment sleeper, parlor car, or ordinary sleeper, dining, and composite. The last contains a smoking room, buffet, and barber shop. In the private car is an elaborately furnished bathroom. Instead of the brilliant varnish usual in railway cars a dead finish has been used. In the buffet car the woodwork is all of Flemish oak. The cost of the train was about \$500,000.

Record 4-10-04

American Car and Foundry Company.

The report of the earnings of the American Car and Foundry Company for the quarter ended with February indicates that the management will have to draw on the surplus in order to pay the dividends for the period. The earnings were \$338,423. The requirements for the quarter were \$428,000, and 1 1/2 per cent for the quarter are \$205,000, and 1 1/2 per cent on the common stock are \$150,000, a total of \$355,000. It will be necessary, therefore, to draw from the surplus \$142,577 in order to make up the full amount of the dividends.
The earnings for the quarter showed a decrease of \$60,685, or about 12 per cent as compared with the earnings in the corresponding quarter of 1903. The earnings for ten months ended with February were \$1,172,748, a decrease of \$1,728,224, as compared with earnings for the period in the preceding year, but an increase of \$1,398,827 as compared with two years ago. The fiscal year closes April 30.

Examiner 4-11-04

DINING CAR ATTACHES GO ON QUEER STRIKE

Type Ware Not Liberal Enough and Walkout Results.

St. Paul, N. M., April 30.—A peculiar strike occurred last evening on one of the excursion trains carrying Marquette deliv gates to Los Angeles. The train stopped for several hours here. The two cooks and two dishwashers went out on strike, and refused to do anything but work two hours a day and that the tips were not liberal. They refused to provide supper or let any one else into the kitchen of the dining car. The dining police force had to be called. The strikers resisted the train crew and the local police force in putting the strikers of the train. The latter insisted when they saw them. They apologized and went back to work.

EVENING NEWS
March 29, 1904.

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Many Forgeries Discovered.
Expert accountants went through the work and forgery after forgery was discovered, until 150 instances of swindling were traced. Secretary was maintained. An effort was made to arrest Rice, he was not found. Since then the detectives, working under the direction of J. B. Barkshire, inspector for the American Surety company, have succeeded in finding only trace of him,

Among the aliases used by Rice were W. A. Hanford, Louis Lamb, M. P. Olmstead, A. P. Howard, several instances of Smith and Jones, J. J. Ward, G. C. Cooper, P. Spencer, S. J. and scores of others.

According to Inspector Barkshire Rice's sole ambition was to get rich quick. In evidence with the salary the young man made at the Pullman company offices. He is 26 years old and lives at 1101 of his street in Morgan Park, where his father, a employe of the Chicago, Rock Island & Pacific railroad,

By Gazette 4-1-04
-04
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Richmond, Va., March 15, 1904.

TO THE EDITOR OF THE RICHMOND GAZETTE:

In riding on a sleeping car the other night from New York to Washington I encountered a new wrinkle, which it occurred to me would be of interest to your readers. It was a sheet in the berth, which was remarkably free from wrinkles, but which was folded over on the outside so as to cover the blanket for about 20 inches, or more. This is an expedient for the promotion of neatness and preservation of health which was mentioned in your columns some time ago, by a correspondent who had found something of the kind in a sleeping car in England. In an English arrangement, if I remember correctly, the blanket was provided with buttons a few inches from its upper edge, and the sheet, having buttons in its hem, was thus fastened in position so as to keep the sheet over far enough to keep it in place without fastening. It is doubtless the better of the two, as the care of button-holes and buttons on sheets and blankets would be a considerable addition to the work of his forerunners.

Having thrown this very thought on your mind, the Pullman Company, let me tell of another thing which I found on the same trip; a washroom, with four bowls, which was just about large enough for one good-sized man to turn around in. The area of the room, including the space occupied by the bowls and their shelves was, roughly, 28 square feet. The room was of the usual dimensions crosswise of the car, about 6 ft. 6 in. and in width it was 4 ft. 9 in. at one end and 3 ft. 10 in. at the other, the end farthest from the entrance being narrower than the other half of the room. Of course, this was not a smoking room. The usual luxurious smoking room and washroom is by no means luxuriant in size. In it there are generally enough chairs and other things to take up what lost motion there might otherwise be between the human units, who, in patent office language, are supposed to be able to move freely about in the space available; and, therefore, I do not know as I can say that, the chairs being absent, this does the ordinary washroom. But the big easy chair has one merit; although it often succeeds in tripping your feet, it does leave a little room for you to move your arms. In this newly discovered washroom one's upper limbs and lower limbs are about equally hampered. There is, however, one incidental advantage; the walls of the room being at no time more than 1 1/2 inches distant from your elbow, it is very easy to catch yourself in case the lurching of the car threatens to throw you down. For gentlemen—like Mr. Matthew W. Farney and myself—a washroom free from tobacco smoke is a pleasing change; but our pleasure doesn't afford us a tremendous amount of satisfaction when it is accomplished at the expense of so much inconvenience to all other passengers. M. S. G.

[Our correspondent who complains of wized bowls, "just about large enough for one good sized man to turn around in," is indeed hard to please.—EDITOR.]

Safety Appliances.*

Record 4-10-04

American Car and Foundry.

The report of the earnings of the American Car and Foundry Company for the quarter ended with February indicates that the management will have to raise the dividend by order to pay the dividends for the period. The earnings were \$332,123. The requirements for the preferred dividend are 1 1/2 per cent for the quarter are \$205,000, and 1 1/2 per cent on the amount stock are \$150,000, a total of \$355,000. It will be necessary, therefore, to draw from the surplus \$142,877 in order to make up the full amount of the dividends. The earnings for the quarter showed a decrease of \$83,983, or about 20 per cent as compared with the earnings in the corresponding quarter of 1903. The earnings for twelve months ended with February were \$1,724,745, a decrease of \$1,728,223, as compared with earnings for the period in the preceding year, but an increase of \$1,398,027 as compared with two years ago. The fiscal year closes April 30.

Examiner 4-11-04

DINING CAR ATTACHES GO ON QUEER STRIKE

Types Were Not Liberal Enough and Walkout Resulted.

St. Louis, Feb. 23, April 20.—A peculiar strike occurred last evening on one of the excursion trains carrying Methodist delegates to Los Angeles. The train stopped at several points here. Two cooks and two dishwashers went out on strike, claiming that they had to work too hard during the trip, and that they were not liberal. They refused to provide supper or let any one else into the kitchen of the dining car. The strikers resisted the train crew and the conductor had to be called. They succeeded in putting the strikers of the train. The latter wanted when they saw the train was about to pull out without them. They apologized and went back to work.

March 29, 1934.

TRACED 150 FORGERIES

Pullman Officials Secure Five True Bills Against Clarence G. Rice.

COMPANY IS SHORT \$2,000

Former Clerk Said to Have Secured This Amount on Refund Fares.

Through the use of 100 or more aliases by a former trusted clerk, the Pullman company, it is alleged, has been financially swindled out of almost \$2,000 in the last year and a half. Nearly 150 different charges of forgery are placed against this young clerk—Clarence G. Rice—and the grand jury has voted to return a true bill against him. Rice is reported to have disappeared from Chicago soon after he quit the employment of the Pullman company. Half a dozen detectives employed by the American Surety company are engaged in a search for him, and incidentally they are anxious to lay their hands on one "Anderson."

The system used against the Pullman company was simple, yet daring. The work was done in the main office of the company almost under the eyes of the chief officials. The forgeries were not complete, so as to realize on them, until the signatures of at least one of the officials and, in some instances, two, were affixed to the bogus paper.

Defrauds on Refund Fares.

Refund fares or drafts were the means of defrauding the company. Rice, in the capacity of clerk in the auditor's office, came in contact with these rebate fares and it was part of his duties to forward these to his superiors for their signatures. When one signed the paper is redeemable at almost any banking institution in the country. They appeared in the form of a certified draft or check and it was with comparative ease that their face value was secured.

Rice, it was testified before the grand jury filed in blank forms, forged names of agents of the company, and then used a fictitious name, purporting to be that of the person who had not used the entire Pullman ticket and was entitled to the rebate. This done, it was an easy matter to get the signature of the Pullman officials and later to cash the voucher for fare at some bank.

Not until after Rice had quit the service of the company, was it discovered that forgeries had been resorted to. A letter of complaint was filed with the auditor of a person who had not received his rebate after having sent the unused fare to the auditor's office. Investigation showed that it had been regularly received at the office and that it bore the signature of W. A. Hanford. The paying-teller at the bank declared that Rice and "Hanford" were one and the same person. It was also learned that, under that alias, Rice had secured money at the same bank.

Many Forgeries Discovered.

Expert accountants were then set to work and forgery after forgery was discovered, until 150 instances of swindling were traced. Secrecy was maintained until an effort was made to arrest Rice, he was not found. Since then the detectives, working under the direction of R. B. Harshbarger, inspector for the American Surety company, have failed to find any trace of him.

Among the aliases used by Rice were W. A. Hanford, Louis Lamb, M. F. Olmstead, A. P. Howard, several instances of Smith and Jones, J. J. Ward, G. Cooper, P. Spencer, S. B. Hart and scores of others. An "expensive Harshbarger Rice's" note admission was to get rich quick. Investigation shows that his habits would not fit with the ordinary man made out at the Pullman company offices. He is 26 years old and has lived nearly all of his life in Morgan Park, where he is a employee of the Chicago, Rock Island & Pacific railroad.

By Gazette 4-1-34
- of -
Sleeping-Car Comforts.

Richmond, Va., March 15, 1934.

To the EDITOR OF THE RAILROAD GAZETTE:

In riding on a sleeping car the other night from New York to Washington I encountered a new wrinkle, which it occurred to me would be of interest to your readers. It was a sheet in the berth, which was remarkable for its outside use to cover the blanket for about 20 inches, more. This is an expedient for the promotion of neatness and preservation of health which was mentioned in your columns some time ago, by a correspondent who found something of the kind in a sleeping car in England. In the English arrangement I remember correctly, the blanket was provided with buttons a few inches from its upper edge, and the sheet, having buttons in its hem, was thus fastened in position so as to fully protect the blanket. From the standpoint of the sleeping car superintendent the American scheme of fastening the sheet over far enough to keep it in place without fastening, is doubtless the better of the two, as the care of button-holes and buttons on sheets and blankets would be a considerable addition to the work of his forces.

Having through this very handsome bouquet to the Pullman Company, let me tell of another thing which I found on the same trip; a washroom, with four bowls, which was just about large enough for one good-sized man to turn around in. The area of the room, including the space occupied by the bowls and their shelves was, roughly, 28 square feet. The room was of the usual dimensions crosswise for a sleeping car, 4 ft. 6 in. and in width it was 4 ft. 9 in. at one end and 3 ft. 10 in. at the other, the end farthest from the entrance being narrower than the other half of the room. Of course, this was not a smoking room. The usual combined smoking room and washroom is by no means luxurious in size. In it there are generally several chairs and other things to take up what lost motion there might otherwise be between the human units, who, in patent office language, are supposed to be able to move freely about in the space available; and, therefore, I do not know as I can say that, the chairs being absent, this "soy" washroom tangles up one's legs any worse than does the ordinary washroom. But the big easy chair has one merit; although it often succeeds in tripping your feet, it does leave a little room for you to move and your arms. In this newly discovered washroom one's "soy" washroom tangles up one's legs about equally hampered. There is, however, one incidental advantage; the walls of the room being at no time more than 1 1/2 inches distant from your elbow, it is very easy to catch yourself in case the lurching of the car threatens to throw you down. For gentlemen—like Mr. Matthias N. Forney and myself—a washroom free from toilet stroke is a pleasing change; but our pleasure doesn't afford us a tremendous amount of satisfaction when it is accomplished at the expense of so much inconvenience to all other passengers. M. S. G.

[Our correspondent who complains of wash bowls, "just about large enough for one good sized man to turn around in," is indeed hard to please.—EDITOR.]

Safety Appliances.*

PULLMAN TRAIN TO BIG FAIR.

Ten Car Costing \$500,000 Will Leave the Shops This Morning for St. Louis Exposition.

An exhibition train of ten cars built by the Pullman Company will leave the shops for St. Louis this morning over the Illinois Central railroad. The cars, said to be the finest ever made at the works, will be the company's exhibit at the Louisiana Purchase Exposition. All are of different styles—day-ette, buffet, tourist sleeper, chair car, day coach, compartment sleeper, parlor car, ordinary sleeper, dining, and composite car. The last contains a smoking room, hotel and barber shop. In the private car is an elaborately furnished bathroom. Instead of the brilliant varnish usual in railway cars, a wood finish has been used. In the buffet car the woodwork is all of Flemish oak. The cost of the train was around \$500,000.

Record 4-10-34

American Car and Foundry

The report of the earnings of the American Car and Foundry Company for the quarter ended with February indicates that the management will have to draw on the surplus in order to pay the dividends for the period. The earnings were \$302,423. The dividend for the quarter is \$205,000, and 1 1/2 per cent on the common stock are \$150,000, a total of \$355,000. It will be necessary, therefore, to draw from the surplus \$142,577 in order to make up the full amount of the dividends.

The earnings for the quarter showed a decrease of \$93,885, or about 22 per cent as compared with the earnings in the corresponding quarter of 1933. The earnings for the twelve months ended with February were \$4,212,745, a decrease of \$1,728,225, as compared with earnings for the period in the preceding year; but an increase of \$1,309,627 as compared with two years ago. The fiscal year closes April 30.

Examiner 4-11-34

DINING CAR ATTACHES GO ON QUEER STRIKE

Types Were Not Liberal Enough and Walkout Resulted.

St. Paul, Feb. 26, April 20.—A peculiar strike occurred last evening on one of the excursion trains carrying Methodist delegates to Los Angeles. The train stopped at several hours here. The two cooks and 100 dishwashers went out on strike, and 100 waiters followed. They had to work too hard to get the train over to Los Angeles. The waiters refused to prepare supper or let any one else into the kitchen of the dining car. The strike force had to be called. They succeeded in getting the strikers off the train. The letter related when they saw them. They apologized and went back to work.

Record
April 11, 1904

Chronicle
April 15, 1904

Clean Railway Cars a Necessity.

The adoption by the Pullman Company of a standard sleeping car which is severely plain as to interior decorations and woodwork calls attention to the fact that railway companies are paying more and more heed to the matter of clean and healthful passenger equipment. The moving factor in the Pullman's adoption of a plain standard was not economy, for the new standard is as expensive as the old, but was the necessity for presenting a car for an initial run that is immaculately clean and as free from disease germs as it is possible for a car to be. Consequently the old grill-work, the ornate carvings, the fancy mouldings, the numerous ledges and puzzle corners of former Pullmans had to give way to plain woodwork which can easily be gotten at for cleaning purposes, and former dust-gathering berth curtains are being replaced by imported mohair.

Through a systematic campaign of education by health boards and medical societies the public has become familiar with the microbe theory of disease, and as a result railway companies have been compelled to make the car-cleaning department one of the most important adjuncts of the passenger service. This necessity has in turn compelled a complete change in the car builder's art, so that simplicity and plainness of construction are now sought in all equipment where elaborate and ornate designs were the order. The time has apparently arrived when a railroad company cannot successfully originate passenger traffic and retain it unless it maintains a neatness and cleanliness in its cars which would pass inspection by the most uncompromising housewife.

Formerly the car-cleaning force of a railroad was compelled to perform work under adverse conditions, and the wonder is that it was able to keep equipment in a presentable condition. Now that the value, as an advertising card alone, of clean cars is fully appreciated, the maintenance of way departments of the railroads have taken the matter in hand and are providing suitable places and adequate facilities for thoroughly cleansing all classes of equipment. In the first place a cleaning-yard is provided of sufficient space to permit of ample standing room

for all cars required to be handled at one time.

The land is selected with a view of easy drainage and freedom from the movement of all traffic, and is provided with air, steam and water pressure pipes throughout. Here and there are also provided suitable racks for cleaning carpets, cushion, mattresses, bedding, curtains and other materials, and for transporting them to and from the cars. Some of the yards contain a shed, capable of covering three or four cars, in which the cleaning is done in bad weather, and the model yard is equipped with suitable buildings for the storage of tools and various materials used in cleaning. Rooms are also provided for the comfort of the cleaning force and contain lockers and change of clothing. It needs but a single visit to one of the up-to-date yards to convince the visitor that cleaning railway passenger equipment has developed into a fine art.

OBSERVATION CAR IN USE

Denver and Rio Grande Railroad Responds to Demands of Tourists.

(Special Telegram.)
GLENWOOD HOT SPRINGS, Col., April 14.—The observation car on the Denver and Rio Grande, running between here and Denver, has been placed in commission and will be run from now till the end of the season. It runs through the magnificent scenery of the Grand canyon and the Royal gorge, east of here.

It is being put into commission thus early on account of the larger travel from here.

By World.

PULLMAN CARS MORE SANITARY.

With sanitary requirements chiefly in view, the Pullman Car Company has adopted a new standard sleeper, thus differing markedly from the familiar style. The upholstery has been reduced materially, and all possible angles have been taken from the interior. The entire design, decoration and furnishing have been planned with a view to minimizing the work of cleaning and preventing the lodgment of germs.

By World 4-9-04

PROGRESS ON ST. LOUIS-CHICAGO DOUBLE TRACK.

Only a small stretch near Pana, Ill., remains to be built in the double track line of the Big Four and the Frisco systems between St. Louis and Chicago. The total length of the line is 283 miles. When improvements are taken into account the Cleveland, Cincinnati, Chicago and St. Louis will spend \$3,600,000. A double-track cut-off is under construction from Hillsboro to Mitchell, by which this company will reduce the present distance by fifteen miles.

PRIVATE CARS AT THE ST. LOUIS FAIR.

The authorities of the St. Louis World's Fair have adopted rates and rules for the storage and switching of private cars on the exposition grounds. The rate per day, for more than one day, will be \$10; but if a car is on the ground only one day, will be \$5; the minimum charge will be \$15. This price covers all switching of cars in and out of the grounds, water, and necessary sanitary service.

Record
April 11, 1904

Chronicle
April 15, 1904

37

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OBSERVATION CAR IN USE

Denver and Dio Grande Railroad Responds to Demands of Tourists.

(Special Telegram.)

GLENWOOD HOT SPRINGS, Col., April 14.—The observation car on the Denver and Dio Grande, running between here and Denver, has been placed in commission and will be run from now till the end of the season. It runs through the magnificent scenery of the Grand canyon and the Royal gorge, east of here.

It is being put into commission thus early on account of the larger travel from here.

By World.

PULLMAN CARS MORE SANITARY.

With sanitary requirements chiefly in view, the Pullman Car Company has adopted a new standard sleeper, severely plain and devoid of all scroll and grill work, thus differing markedly from the familiar style. The upholstery has been reduced materially, and all possible angles have been taken from the interior. The entire design, decoration and furnishing have been planned with a view to minimizing the work of cleaning and preventing the lodgment of germs.

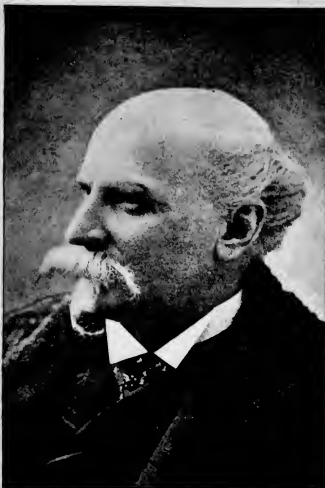
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W. I. Midtler,
G. P. Agent Pullman Co., Chicago, Ill.

The Pennsylvania has authorized the building of four hospital cars for use at wrecks. They will be stationed at the division terminals, and will be equipped with beds and instruments and supplies for immediate use and ready for service day and night.

The Missouri, Kansas & Texas management has awarded a contract to the American Locomotive for 30 new locomotives—10 passenger, 10 Mogul and 10 switching engines, to be delivered during the summer.

The Frisco has let the contract to Johnson Bros & Faught of Oklahoma City to build the extension of the Guthrie branch from Chandler to Okmulgee, I. T., to connect with the Ozark and Cherokee Central, which is also a Frisco property.

It is said the Burlington has refused the demand of Railroad Commissioner Thomas for a list of passes issued by the railroad to Wisconsin people.

A bill has been introduced in the Iowa Legislature for the abolition of the railroad commission, which has been in office for more than 30 years.

In the future every Delaware & Hudson employe will be required, when a switch key, lantern and book of rules are furnished him to sign a receipt agreeing to the deduction of \$1 for lantern, 50 cents for switch key and 50 cents for book of rules, from the amount due him, provided he fails to return the property when leaving the service of the company.

Strictly Business.

"No, sir," remarked a Philadelphian the other day who supplies the Government with necessities of life, "you can't do business with Uncle Samuel in the spirit of a contract; you simply must obey his letter. If you put in specifications amounting to 'steen dollars and twenty-one cents, and then bill it goods under the contract, and the total amounts to the same 'steen dollars and nineteen cents, you've got to take it back and make up the other two cents, or you don't do business.

"Let me give you an instance of Uncle Samuel's character of exactness. We were awarded a contract for 1,000 feet of copper wire for League Island. We sent the order to the manufacturers, and they turned in the stuff. In a few days we got a letter from the island authorities that that wire was only 985 feet long.

"We answered that we knew it; that the copper ingot did not yield any more, and that we had charged them only for 985 feet. Would that do? Not on your tinstype!

"They sent us word that if the wire was not brought up to 1,000 feet the lot would be rejected. Then we had to get a permit from the L. A. to send a man down to join on enough to make the demand good, and he went down and did the work.

"In a few days we were notified that the piece he put on made the whole length 1,004 feet. We wrote back that we didn't care for the four feet and Uncle Sam could have it.

"Next morning up comes an order to cut off that four feet or the whole bunch would be rejected. Then we had to get another permit for our man to go down and lop it off, which he did.

"Was it all plain sailing then? I should say not. When we threw the offending excess upon the ground the guard said:

"Pick that up; it's against the rules."

"He picked it up and was about to toss it into the river, when he was stopped in a mandatory way:

"Here! You do that and you'll get yourself into trouble!"

"So, thinking he'd find a resting-place outside of Government preserves, our employe walked to the gate, where he found a sentinel.

"What have you got there?"

"A piece of wire."

"You can't carry it out without a permit."

"All right. I don't want to," and cast it down.

"You pick that up," said the sentinel. You can't throw things around here."

"But I don't want the d-d thing."

"Go back and get a permit!"

"And he really had to do it to get that four feet of wire outside of Uncle Sam's fence. Now, wouldn't that make you tired?"

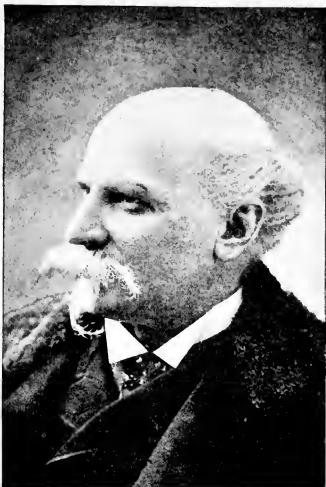
Carefully Kept Another's Secret.

Bill Fisher of Holton bought a horse a short time ago. It was a fine actor and had a good color. When Bill led it into the barn he discovered that it was blind. A few days later Bill hitched the horse up and drove him around. A friend of his got stuck on the animal and asked Bill what he would take for it.

"Well, that horse cost me \$165," said Bill. "I always like to make a little on a horse trade. If you want the horse you can have him for \$175. The friend got in and drove around town and then bought the horse. That evening he also discovered that the horse was blind. He met Bill on the street the next day.

"Why didn't you tell me that horse was blind?" he asked Bill.

"Well, I'll tell you why," said Bill. "The man I bought him of didn't say anything about it and I took it that he didn't want anybody to know it."



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"We answered that we knew it; that the copper ingot did not yield any more, and that we had charged them only for 985 feet. Would that do? Not on your tinny! "

"They sent us word that if the wire was not brought up to 1,000 feet the lot would be rejected. Then we had to get a permit from the L. A. to send a man down to join on enough to make the demand good, and he went down and did he work.

"In a few days we were notified that the piece he put on made the whole length 1,004 feet. We wrote back that we didn't care for the four feet and Uncle Sam could have it.

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A PULLMAN CAR REPORT.

Interesting reports come from Pullman, Ill., where they name the sleeping cars, that hereafter these high-priced traveling hotels are to be simpler in design. Instead of the panels of carved wood-work, there will be plain or inlaid panels and in place of heavy draperies and the padded plush effects reminding one of cheap and gaudy photograph albums in cheap and gaudy parlors, there is to be mohair and as little upholstery as possible.

This is good news for a variety of reasons, not the least of them being the fact that such a reform must unquestionably be in the direction of beauty. The Pullman "parlor car" of fifteen years ago was one of the most abominable specimens of dowdy decoration that has ever been imagined by the mind of man. Foolish mirrors stuck out where they were not needed. There was not a plain piece of wood in sight. Everything was carved into meaningless monotrotiles and bedizened with turfs and tassels.

The effect was quite unspeakable and the worst of it was that people who suddenly found themselves well enough to ride in these contraptions went home and instructed architects to build houses and decorate them in exactly the same fashion.

It is supposed that some suicides among American architects have resulted from this habit. And now if the Pullman company is ready to adopt a policy of plainness, sincerity and simplicity in its interior decorations, it will be entitled to a volume of praise which even the remembrance of the Pullman car porter system cannot wholly stifle.

In Re Pullman Art.

And now comes Fra Albertus, the man who made Greensboro, N. C., famous, who deposes and says that both the RAILROAD RECORD and the Ladies Home Journal are off the right of way in their divergent views about the interior embellishment of Pullmans.

Fra Albertus is a travelled man. He once paid fare from the Missouri river to Frisco when there was a pass at Omaha waiting for him. Only he did not know it until he returned East.

He, therefore, has a right to speak. He is an authority on travel and a philosopher as well, tho sometimes a sad one.

Sudden wealth has tinged his philosophy with acidity. He would subordinate art to megaphones. He would have us believe that there are times when he cares not for art or music, or for Wein, Weib und Gesang.

Alas and alack a day. What would the poor monk, Luther, say of such?

The upper berth has its advantages no less renowned than the lower. There was the experience of Roland Reed, for conspicuous example, who made a flying leap from an upper in one end of a sleeper to the lower in the other end, and the lady did not even scream, as has been duly attested under oath in the case of the "Beautiful" Rush et al vs. the Southern Railway.

There may be men who have not achieved the accomplishment of standing on their heads in an upper berth and inserting their pedals in a pair of pajamaloons. There are also men who cannot

motor a trolley car, but that is no reason why we should walk when we have a nickel.

We are distressed, but not discouraged to find that the Sage of Greensboro has not lined up with us in our noble plea for high art in the Pullmans. However, we shall go on with the crusade, confident that vox populi is not always nux vomica.

Rev. Review 4-16-04

Automobile Sleeper and Diner.

A seven-league stride in automobile construction is said to have been made in a 308-horse-power machine built for Lewis D. Schoenberg of Cleveland; but the immense power that it is capable of developing, while it is greater in any like machine, is of secondary importance when the unique features of construction of the car are considered. It is inclosed, and is a car in the sense of a railway private vehicle. It is fitted up in the interior in the highest style of art as understood for car decoration. There are sleeping-car berths, privacy in which is secured by curtains, and the limit of luxury would appear to have been reached in the dining room and kitchen. The lighting system is electric driven by a seven horse-power dynamo. The price of this novelty in transportation is said to be \$35,000.

Chronicle 4-21-04

Car and Foundry, Pressed Steel Car and American Locomotive were rushed with effect. The first, however, being down to extremely low figures, had the smallest loss. Pressed Steel and Locomotive were run upward of 2 points. The acknowledged decrease in the equipment lines brought out some long stock with the first sign of a break in the securities. Concerning Pressed Steel it was said the common dividend would be cut half or passed, and recent statements of the company furnish ample justification for either action. The great trouble with the companies is a lack of capital to pay for products on long-time notes to the railroad. The Pullman company has the advantage in this respect and has recently been passing the bulk of the notes.

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The Pullman monopoly continues steadfastly to persevere and augment its enormous net income and dividends rather than keep harmonious pace therewith and improve its stereotyped service, eliminate the ills thereof and discard the multiplying tubs of the nineteenth century—that every national convention, exposition, festival or "season" brings out of the Pullman junk yards in hordes, to the discomfort, disgust and robbery of the helpless public. The supply of new or twentieth century Pullmans is notoriously and penuriously short, considering the amazing prosperity of the cyclops, and the improvements have correspondingly diminished. It has just occurred to the gluttoned corporation that the d—d public does not appreciate the free Turkish bath with every lower bunk every wintry night, and there is talk of removing the steam coils from between the seats and mattresses. The free Turkish bath accompaniment has long since compelled horse-sense patrons

the veriest critic of the Pullman cyclops will admit that the regularly commissioned sleepers are cleanly maintained. Evidently dirt and vermin are fought indefatigably and systematically. Otherwise the average sleeping and parlor car would speedily become obnoxious and intolerable, after the manner of the average day coach every trip, that arrives at its terminal more like a hog-pen than a human habitation. All sleeping cars are thoroughly cleaned at the end of every long trip, such as from New York to Chicago, New York or Chicago to New Orleans or Denver, or from these central terminals west to the Pacific coast. On a short run, such as from New York to Boston, a car can make two trips without being overhauled; but when it is scheduled for cleaning the work is done in a manner that would have surprised the old-time devotees to soap-and-water and the dust-brush. This must be so on account of the dust that a car naturally accumulates in every crevice and corner. When a car gets into a terminal station after a long trip it is run out to the cleaning-yards and put into the hands of a well-trained crew of workmen, each of whom is responsible for some detail of the work. First the carpets are all removed, and with the berths in place

to take the upper berth instead, despite the disadvantages of the roof roots. The average conductor and porter of a Pullman are the veriest blockheads or numbskulls in the knowledge of ventilation and proper heat. Nine times out of ten they overheat or overventilate their cars and dismiss their patrons with colds and ills that hang on for days or weeks following. The Pullman company has not in the least corrected this amazing status in a score of years, until the more Americans came to travel the more they came to dread a day, and especially a night, in the gilded bed boxes. The corporation experts ought to be capable of some advance in the stereotyped feature of inadequate and greswome washrooms. But the chief of all Pullman company outrages is the periodical reinstatement of the junk-yard tubs, with their head-bumping low berths, their antiquated "pump" handle wash basins and dangerous heating stoves, which are perpetrated at the stiffest twentieth-century rates. The Government and State legislatures are either pawed or awed by this gluttoned corporation and hence none of the ills or abuses that the public is obliged to endure are effaced or corrected as the years pass.

WHATEVER the ills and abuses, however, the extortionate rates and expensive tips,

The Arlington and Eastman have their customary crowds, congesting the capacities of those established and popular homes, and there is never a cessation of the attractive program for their constant entertainment. Nightly dances, special hops, card parties and novelty affairs keep the patronage regularly on the *qui vive*; and therein lies the cause of the remarkable success of the Arlington-Eastman houses. The dynamo are of course Mr. and Mrs. Lyman T. Hay,

AMONG THE RAILWAYS.

Stilwell Secures 1,400 Stockholders in Companies Building the Orient Road.

MAKE SETTLEMENT PLAN.

Railroad Companies in Michigan Formulate Scheme for Settling Many Counties.

While discussing the present position and future prospects of the Kansas City, Mexico and Orient Road the Boston News Bureau says:

"President A. E. Stilwell of the Kansas City, Mexico and Orient Railroad Company, largely through personal solicitation, has secured 1,400 stockholders in the two construction companies which are building the Kansas City, Mexico and Orient Railway from Kansas City to the Pacific coast via Mexico, a distance of 1,000 miles.

"The stock of the International Construction Company, which is building the Mexico portion of the line, is now selling at \$122 per share, an advance from par, while the stock of the Union Construction Company, which is building the United States portion of the line, is selling at \$16 and was originally placed at 20 per share.

"To date President Stilwell has raised \$17,000,000 for the construction of this line as follows:

From stockholders of the two companies.....	\$10,000,000
From sale of land.....	2,000,000
From selling car trust obligations.....	2,000,000
From selling two sites.....	1,000,000
Total	\$17,000,000

"Although 355 miles of the road are now in operation, there will be practically no fixed charges on the system until January, 1907, as the coupons have been cut off the bonds for three years from January, with the exception of \$100,000 of the bonds, and these \$100,000 bonds constitute the only fixed charges on the system now, a matter issued as fast as these bonds, which are issued as fast as the road is built, with the exception of the \$100,000 are in the treasury of the construction companies.

"The road is bonded for \$18,000 a mile, although \$2,500 a mile is authorized; \$4,500 of bonds a mile are retained in the treasury for any emergency.

"When completed, the Kansas City, Mexico and Orient will have fixed charges of but \$720 a mile, as compared with \$1,250 a mile of fixed charges on the Kansas City, Pittsburg and Gulf, now the Kansas City Southern, which Mr. Stilwell built from Kansas City to the gulf and which has proved a very profitable railroad proposition, although Mr. Stilwell was forced out of the property and deprived of any of the benefits of its successful operation.

The Pullman monopoly continues steadfastly to persevere and augment its enormous net income and dividends rather than keep harmonious pace therewith and improve its stereotyped service, eliminate the ills thereof and discard the multiplying tubs of the nineteenth century—that every national convention, exposition, festival or "season" brings out of the Pullman junk yards in hordes, to the discomfort, disgust and robbery of the helpless public. The supply of new or twentieth century Pullmans is notoriously and, puerisiously short, considering the amazing prosperity of the cyclops, and the improvements have correspondingly diminished. It has just occurred to the gluttoned corporation that the d—d public does not appreciate the free Turkish bath with every lower bunk every wintry night, and there is talk of removing the steam coils from beneath the seats and mattresses. The free Turkish bath accompaniment has long since compelled horse-sense patrons

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"The stock of the International Construction Company, which is building the Mexico portion of the line, is now selling at \$122 per share, an advance from par, while the stock of the Union Construction Company, which is building the United States portion of the line, is selling at \$105 and has originally been set at \$100 per share.

"To date President Stilwell has raised \$17,000,000 for the construction of this line as follows:

From stockholders of the two construction companies.....	\$16,000,000
From selling the road obligations.....	8,000,000
From selling the stock.....	2,000,000
Total.....	\$17,000,000

"Although 365 miles of the road are now in operation, there will be practically no fixed charges on the system until January, 1907, as the coupons have been cut off the bonds for three years from January, with the exception of \$100,000 of the bonds, and these \$100,000 bonds constitute the only fixed charges on the system now, a matter of \$4,000 a year. These bonds, which are issued as fast as the road is built, with the exception of the \$100,000 are all in the treasury of the construction companies.

"The road is bonded for \$18,000 a mile, although \$22,500 a mile is authorized; \$4,500 of bonds a mile are retained in the treasury for any emergency.

"When completed, the Kansas City, Mexico and Orient will have fixed charges of but \$750 a mile, as compared with \$1,200 a mile of fixed charges on the Kansas City, Pittsburg and Gulf, now the Kansas City Southern, which Mr. Stilwell built from Kansas City to the gulf and which has proved a very profitable railroad proposition, although Mr. Stilwell was forced out of the property and deprived of any of the benefits of its successful operation.

Unidentified clipping fragment
found between pp. 40 - 41
Ser. 07 Vol. 2

George A. Mead of that committee told the commission yesterday that Armour & Co. practically were in absolute control of the fruit and produce markets of the country.

"So long as the shippers are compelled to use only the Armour cars and to pay the Armour charges," said Mr. Mead, "it practically gives the Armour people control of markets and prices and places it within their power to ruin the entire commission business of the country. If they can sell refrigerators they should not be allowed to sell fruit or vegetables."

To this charge Armour & Co.'s attorney replied that it was the Armour cars which enabled the fruit growers of Michigan to escape the grasp of the commission merchants, to get better prices and wider markets; but Mr. Mead declared that the increase in icing charges of \$35 a car from Michigan points to Boston had reduced by one-half the Michigan fruit consumed in that market.

Edward A. Moseley of Mossley Brothers of Grand Rapids stated that he had thirty fruit cars in operation and was permitted to load them in a restricted district only after the repeated and earnest solicitation from shippers. The permission for their use, however, was coupled with the condition that the Armour charges should be imposed.

ADMITS LOWER RATES.

George B. Robbins, vice president of the Armour Car Line, admitted that before the existence of the exclusive contracts, or in 1898, his company had tariffs which were very much lower. To Boston, for example, the icing charge was then \$20, as against \$35 now, and to Dubuque \$25, as against \$37.50.

Mr. Robbins declared that the charges were made up of several items and not for icing alone. For example, the company had thirty-five paid agents in the Michigan fruit belt assisting in loading and icing and taking care of the shipments.

W. C. Rowley, general freight agent for the Michigan Central, stated that prior to the Armour car service his company was totally unable to get enough cars to take care of the Michigan fruit shipments. This was due to the disinclination of the company to invest a large sum of money in equipment which could be used only a small portion of the year.

At the conclusion of the inquiry Commissioner Prouty requested counsel for both sides to file briefs within fifteen days.

NOTES OF THE RAILWAYS.

No effort will be made to extend the voting trust of the Wisconsin Central Railway, which lapses on July 1. The trust was created in July, 1890, and was to run approximately for five years, unless it should be terminated at an earlier date by the action of the trustees themselves. An official circular has been sent to the stockholders notifying them to deposit their trust certificates on and after June 15 for conversion into stock. It is not known who will control the railway after the dissolution of the trust.

THE PUEBLO CHIEFTAIN

ESTABLISHED 1888

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By Review 4-23-04

Golden State Limited Discontinued for the Season.

The California season having practically ended the Chicago, Rock Island and Pacific Ry. has taken off their Golden State Limited, the last train west bound left Chicago on April 15th. This train was put on only for the heavy traffic during the winter and will be resumed sometime during November. This company will run two through trains to San Francisco, one by way of El Paso and one through Colorado in addition to their Rocky Mountain Limited which makes close connections with San Francisco and Los Angeles trains.

The Chicago & Eastern Illinois R. R. is having two buffet car cars built at the Jeffersonville plant of the American Car & Foundry Co., which are to be arranged for card rooms in one end. There will be five rooms accommodating four players, and five accommodating two, arranged with tables and seats. The other end of the car will be equipped with reclining chairs.

By Age - 04

Inspector of Train Service on Southern Pacific--J. G. Sullivan, who has been appointed inspector of train service of the Southern Pacific, with office at San Francisco, is directed to inspect and report to the general manager on the following matters: Condition of passenger train equipment and the general appearance of trains; cleanliness and freshness of coaches both inside and out; ventilation, condition of toilets, drinking water; lighting and heating apparatus; windows; plush and seat fixtures, etc. Condition of equipment and character of service in sleeping and dining cars. Condition of waiting and baggage rooms and toilets, and treatment of the traveling public at stations. Respect paid to flagging rules and signals; condition of train and locomotive markers, switch lights and targets, fixed station and block signals. Failure to maintain schedules and reasons therefor; excessive speed, etc. The relation of train and station employes to the public; condition of uniforms, badges, attention to duty, etc. In general, any other matters connected with train and station service not up to requirements.

THE UNSANITARY PULLMAN SLEEPERS

THE FOLLOWING telegram came over the Associated Press wires March 30:

"Owing largely to sanitary conditions the Pullman company has adopted a new standard sleeper which little resembles the ornate cars built a few years ago. The new standard is severely plain and is devoid of all scroll and grill work. The upholstery of the car has been reduced materially and all the angles possible have been taken from the car. Imported mohair has been adopted as a standard curtain and the entire design and decoration and furnishing is planned with a view to minimizing the work of cleaning the car and preventing the lodgement of germs. All Pullman cars will be built on the same plan, and after the same pattern so that uniformity in equipment will be maintained."

It must be gratifying to the traveling public to learn that at last the Pullman company has awakened to some sort of decent protection for those who are compelled to travel in their cars. It is difficult to imagine any vehicle for the conveyance of the public fraught with such dangers to the public health as are the present Pullman sleeping cars.

The National Health association, which met in Washington last summer, reported that the blankets and curtains of the Pullman cars were cleaned only once in six months, and everybody who travels on those cars knows the abominable system of ventilation and heating in vogue thereon.

With blankets and curtains filled with disease breeding germs, and a colored attendant, who has fond recollections of the tropical sun, and who invariably keeps the Pullman cars between a temperature of 100 degrees and the top of the thermometer, the conditions are not such as to have a pacifying or soothing effect upon the germs.

An ex-employee of the Pullman company tells the following story apropos of this matter: "A new arrival in the lower regions was shivering with three thicknesses of blankets around him, when Satan asked him what was the matter, and he replied, 'It is awfully cold here,' whereupon Satan asked him what he was on earth, anyway, and he replied, 'I was a porter on a Pullman car.'"

The Chieftain rather suspects that the news item quoted above was sent out from Chicago by the Pullman company to avoid the hostile action which has been threatened by the National Health association when it meets the coming summer. But that association should bear in mind that the matters of drinking water, proper ventilation, proper heating and proper cleaning of the cars are all live questions, without regard to the method of construction thereof. In no way is the traveling public put to so much inconvenience or so imposed upon by forced tips and otherwise, or compelled to take such serious chances with reference to their health, as upon the Pullman sleepers now in use, and many of these defects are largely due to the indifference or incompetency of the boards of health of the several states.

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By Review
Apr. 30 - 04

No. 18. APRIL 30, 1904. Vol. XLIV.

Decision on Parlor Car Rates.

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Inter Ocean 4-24-04

WALKS FROM TRAIN IN SLEEP.

Illinois Educator is Probably Fatally Injured in Recent Accident.
BLOOMINGTON, Ill., April 28.—While on the way from Odell to his home at Pontiac Albert E. Walte, a prominent central Illinois educator and principal of the public schools at Odell, walked from the train, presumably while asleep, and sustained injuries that are pronounced fatal.
He was brought to a hospital in this city.

American 4-26-04

How Paper Car Wheels Originated.

The paper car wheel was invented by Richard N. Allen, a locomotive engineer who spent his savings for many years before he convinced moneyed men of the serious practicability of his work. His attempt to introduce the wheels for a test served as the subject of many witricious until he convinced George M. Pullman that it was a valuable invention in 1871, two years after he had completed his model.
A paper wheel made of slatted pine strawboard or thick paper prepared especially for the use at paper mills auxiliary to the main factory. The first operation is to paste together about one dozen of the paper sheets with four parts, which are then transferred to a hydraulic press and submitted to 500 tons or more pressure.
After solidifying under this pressure for two years the layers are placed in a drying room at 120 degrees Fahrenheit. Several of these layers are pressed together and this is repeated until a regular block is formed, containing 120 to 180 sheets, varying from 1/4 to 3/4 inches in thickness. The corners and the are forced on under pressure by hydraulic pressure. The average life of the tire of a paper wheel is about 80,000 miles.

Tribune 4-26-04

SAG ROUTE IS CHOSEN FOR THE CALUMET CANAL.

Drainage Board Engineering Committee Maps Out Direction to Be Taken by \$12,000,000 Auxiliary Channel.

The Sag route for the construction of an auxiliary channel for the drainage of the Calumet district was adopted yesterday by the engineering committee. The sanitary board will purchase a strip of land about 1,000 feet wide along the Sag route, from Elus Island to the drainage channel and construct a canal ninety feet wide in the rock sections and seventy feet wide in the earth sections.
Plans for the improvement, which will cost about \$12,000,000 will be prepared and bids advertised for as soon as practicable. It will take three years to complete the work.
In his report recommending the Sag route, Chief Engineer Randolph stated that from a point near Elus Island there is a choice in route, one passing through Elus Island on the line of Stony creek, and the other passing to the south of the crossing of the Rock Island and Grand Trunk railroads and entering the Calumet river, about 600 feet south of One Hundred and Thirty-fifth street.
The width and depth of the proposed channel, the size of the strip of land required, as well as the route to be selected between Elus Island and the Calumet river, will be decided upon later, when detailed plans for the improvement are submitted by the engineering department. The land needed for the auxiliary channel will be acquired by condemnation proceedings.

By World 4-23-04

PROGRESS ON WORLD'S FAIR IMPROVEMENTS.

President McChesney, of the St. Louis Terminal Association, is of the opinion that the greater part of the Terminal improvement work will be ready by May 1 to handle all the traffic expected at the opening of the World's Fair season. Every effort is being made to complete the improvements in and around Union Station. The new interlocking plant will be in operation by May 1, and trains will move promptly in and out of the station when that is fully established. The new entrances and exits and stairways will be ready and the subway for baggage will be brought into use. The midway will be widened and the ticket office enlarged and rearranged. The joint validating office will be established and all departments for the convenience of the public, including the bureau of information, will be in shape for business before the heavy influx of traffic. The inner belt line, double track, will be used for all the excursion trains from the East Side, which will go to the World's Fair direct, and will leave on the return trip from the Fair terminal of the Wabash. The Western lines have arranged to care for their own equipment in their own yards, and thus relieve the Terminal yards. The regular trains will all arrive at and depart from the Union Station. The Wabash shuttle trains will leave from the Twentieth street side of the station for the World's Fair at intervals to suit the demands of the traffic day and night. The Merchants' bridge will be used for a large portion of the passenger traffic from the East as the preferable inlet, and all lines on the East Side are now able to connect with the upper bridge by the belt line of the Terminal on the East Side.

Reg. Review
4-30-04

No. 18.

APRIL 29, 1904.

VOL. XLIV.

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After solidifying under this pressure for two years the layers are placed in a drying room at 120 degrees Fahrenheit. Several of these layers are placed together and this is repeated until a circular block is formed containing 120 to 180 sheets, varying from 3/4 to 5/4 inches in thickness. The center and tire are forced on under powerful hydraulic pressure. The average life of the tire of a paper wheel is about 800,000 miles.

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By Review
4-30-04

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Chronicle 4-27-04

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ALBANY, N. Y., April 21.—Thirty day coaches and several dining cars and one private car were destroyed tonight in a fire which burned the coach shop of the West Albany plant of the New York Central railroad. The loss is \$250,000. It is believed one of the first St. Louis exposition train was destroyed.

Chronicle 4-28-04

A few months ago the directors of the American Car and Foundry Company reduced the dividend on the common stock from 1 per cent quarterly to 1/2 per cent, and if conditions continue as at present it is not unlikely that the common dividend will be suspended altogether when the matter comes up for consideration about two months hence. It can be stated positively that the company will not draw upon its working capital, with which it is well supplied, in order to continue dividends on the common shares. Should there be any material change in the demand for railroad cars, however, the chances would be favorable for a continuation of common shares dividends at the present rate. The last quarterly statement the company, it will be remembered, showed that but little more was earned than the amount necessary to pay the dividends on the preferred stock and from present indications the earnings for the current quarter will not be much better, if any.

**IN SHADOW OF DEATH
LIES MRS. W. C. SANGER,
MRS. PULLMAN'S MOTHER.**



MRS. W. C. SANGER.

Mrs. W. C. Sanger, the aged mother of Mrs. George M. Pullman, is lying near unto death at the beautiful Pullman mansion at Pasadena, Cal.

Chicago relatives and friends are receiving almost hourly telegraphic bulletins concerning her condition, and although some of the dispatches record fleeting improvement, they afford but very little hope of the outcome.

Mrs. Pullman was to have started for Chicago yesterday for her usual Spring sojourn before going to her Summer home at Blisbrock, N. J., but her mother's dangerous illness has altered her plans.

Mrs. Sanger is eighty-seven years of age. For years her daughter, Mrs. Pullman, has watched upon her all the affectionate care that unbounded daughterly love and unlimited wealth could supply.

Mrs. Pullman is noted for her society leadership and the lavish entertaining at her Fairfax avenue mansion, but she has often withdrawn her invitations of concert her most important social engagements when her mother has been stricken with illness.

IMPROVED SLEEPING CARS.

Doctors have long been cognizant of the unsanitary conditions prevalent in sleeping cars and have issued many warnings against this menace to the health of travelers. Most travelers, however, seem deaf to these warnings and do not realize the dangers to which they are subjected. To be separated only by a sheet from the same bedding that was used by "Tom, Dick and Harry" on previous nights is bad enough, but when one is reminded that this bedding has been packed away without ventilation for fifteen hours of the day, to breed and propagate disease germs of all sorts, the wonder is that the matter should attract so little attention.

It has recently been reported that the Pullman Palace Car Company is about to make certain changes in its sleepers calculated to remedy in some measure these unsanitary conditions. All scroll and grill work or decoration which might offer a home for vermin is to be abolished. All nooks, crevices and angles are to be avoided. The upholstery is to be reduced as much as possible.

Curtnans are to be made of a special imported material. The idea of cleanliness will be emphasized in every detail of the construction and decoration.

These improvements are steps in the right direction, and as such are very encouraging, but as yet nothing has been suggested by the Pullman Company to ameliorate the bedding evil.

Our attention was directed not long ago to a new type of sleeper, as yet not put into public service, in which special provisions are made for thoroughly airing the bedding during the entire day. This car is in reality a combination sleeper and chair-car, for in the day time the berths are entirely concealed from view and spacious, wicker chairs are provided in place of the stuffy, upholstered seats to which we are accustomed. In the floor along each side of the car is a series of trap-doors which open into a chamber in the car bottom. Into this chamber the berths are lowered and stored during the day time. From each end of the chamber pipes lead up to the car roof, and through these pipes a constant current of air is maintained, which thoroughly ventilates the bedding, driving off the stuffy, foul odors that cling to the blankets.

Effective means are provided for purifying the air of all dust before it is admitted to the chamber, so that there can be no deposit of dust in the bedding. At night, when it is desired to make up the berths, the porter raises the trap-doors to a vertical position, locking them in place. In this position they serve as uprights or standards on which the berths are supported. The berths are raised by a few turns of a crank, and the chairs are stowed away in their place in the chamber. The whole operation of making up an upper and lower berth requires but two or three minutes, and the arrangement is such that in making up one section no other section is disturbed—an important improvement over systems now commonly in use.

Another important advantage claimed for the new construction is that it places most of the weight near the rails, making the car run very steadily. Sleeping cars in which the upper berths are supported from the ceiling require heavy and substantial frame-work, and in order to overcome the top-heaviness incident to such construction, it is the practice to weight the bottom of the car with lead, marble dust or other ballast. Though some ballast is required in the new type of car, yet it is, comparatively, so little as to make an appreciable difference in weight between it and the usual type of car.

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Doctors have long been cognizant of the unsanitary conditions prevalent in sleeping cars and have issued many warnings against this menace to the health of travelers. Most travelers, however, seem deaf to these warnings and do not realize the dangers to which they are subjected. To be separated only by a sheet from the same bedding that was used by "Tom, Dick and Harry" on previous nights is bad enough, but when one is reminded that this bedding has been packed away without ventilation for fifteen hours of the day, to breed and propagate disease germs of all sorts, the wonder is that the matter should attract so little attention.

It has recently been reported that the Pullman Palace Car Company is about to make certain changes in its sleepers calculated to remedy in some measure these unsanitary conditions. All scull and grill work or decoration which might offer a home for vermin is to be abolished. All nooks, crevices and angles are to be avoided. The upholstery is to be reduced as much as possible.

Urbans are to be made of a special imported mohair. The idea of cleanliness will be emphasized in every detail of the construction and decoration.

These improvements are steps in the right direction, and as such are very encouraging, but as yet nothing has been suggested by the Pullman Company to ameliorate the bedding evil.

Our attention was directed not long ago to a new type of sleeper, as yet not put into public service, in which special provisions are made for thoroughly airing the bedding during the entire day. This car is in reality a combination sleeper and chair car, for in the day time the berths are entirely concealed from view, and spacious, wicker chairs are provided in place of the stuffy, upholstered seats to which we are accustomed. In the floor along each side of the car is a series of trap-doors which open into a chamber in the car bottom. Into this chamber the berths are lowered and stored during the day time. From each end of the chamber pipes lead up to the car roof, and through these pipes a constant current of air is maintained, which thoroughly ventilates the bedding, driving off the stuffy, foul odors that cling to the blankets.

Effective means are provided for purifying the air of all dust before it is admitted to the chamber, so that there can be no deposit of dust in the bedding. At night, when it is desired to make up the berths, the porter raises the trap-doors to a vertical position, locking them in place. In this position they serve as uprights or standards on which the berths are supported. The berths are raised by a few turns of a crank, and the chairs are stowed away in their place in the chamber. The whole operation of making up an upper and lower berth requires but two or three minutes, and the arrangement is such that in making up one section no other section is disturbed—an important improvement over systems now commonly in use.

Another important advantage claimed for the new construction is that it places most of the weight near the rails, making the car run very steadily. Sleeping cars in which the upper berths are supported from the ceiling require heavy and substantial framework, and in order to overcome the top-heavy incident to such construction, it is the practice to weight the bottom of the car with lead, marble dust or other ballast. Though some ballast is required in the new type of car, yet it is, comparatively, so little as to afford an appreciable difference in weight between it and the usual type of car.

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FEAR DAMAGE TO BUSINESS

Mexican Interests Are Concerned Over Texas Quarantine Regulations.

LARGO, Tex., May 1.—The quarantine rules and regulations recently promulgated by Dr. George R. Taylor, state health officer of Texas, became effective today. Hereafter any passenger from any point which last year was infected with typhoid fever will be compelled to show by certificate that for five days previously the bearer had not been in an infected district.

It is thought passengers will be compelled to secure a certificate from the United States consul at some noninfected point certifying absence from an infected district for the requisite five days.

According to information from Monterey during the last week letters and telegrams have been pouring into that city from persons in the States inquiring about conditions. Most of the inquiries are from business men and capitalists having interests at points which, although free from typhoid fever, were under the quarantine established by the state of Texas.

Unless a satisfactory compromise is arranged between the Mexican and Texas health officials considerable inconvenience will be suffered by many individuals and great damage to business interests will result.

New Haven Register
5-2-04

PARLOR CAR RATES GET TO COURT

Decision for the Consolidated Road in the Hewins Suit.

Reasons Why the Railroad Corporation Is Entitled to Charge a Parlor Rate One Way and a Smaller Sum in the Other Direction.

The report and opinion of the Interstate Commerce commission on the case of E. P. Hewins against the New York, New Haven & Hartford Railroad company, in which a decision is recorded for the railway company, throws some interesting light on the question of parlor car transportation.

The case was stated as follows: "Defendant has numerous through daily trains between New York and Boston on which the through parlor car fare is one dollar, on all trains from intermediate points the parlor car fare is 50 or 75 cents according to distance, and on three trains the parlor car rate is one dollar to any intermediate point. Complaint is made that the charge of one dollar to intermediate points constitutes unlawful discrimination. Held: 1. That it is not a violation of law to charge more in one direction on certain trains than is charged in another direction on all trains between the same points. 2. That defendant furnishes adequate parlor car accommodations at the lower rates for local and short-distance passengers, and the discrimination against such passengers by reason of the dollar rate to intermediate points on three of the defendant's trains is not unduly discriminatory." "The report and opinion of the commission is as follows: The unlawful discrimination alleged in this case is...

owned partly by the defendant and partly by the Pullman company, but the defendant admits responsibility, as the defendant admits for the parlor cars on this line.

"Between New York and Boston there are two limited trains daily, on which extra fare is charged for extra accommodations, and also certain trains carrying sleeping cars, about which no question is made in this proceeding.

"Excluding these limited and sleeping car trains, there appear to be 11 trains or more out of New York carrying parlor cars to New Haven of which ten go through to Boston by one line or the other. Going the other way there are ten trains carrying parlor cars through from Boston to New York and eleven carrying parlor cars from New Haven to New York.

"On all these trains the through parlor car rate in either direction is one dollar; and on all of them the rate from intermediate points to either Boston or New York is 50 cents or 75 cents according to distance. On three trains the parlor car rate is one dollar to any intermediate point. These are the trains leaving New York and Boston at 12 o'clock p. m. and 4 o'clock p. m. on the Springfield line, and leaving both places at 2 o'clock p. m. by the Shore line. When this complaint was filed, August 4, 1903, the dollar rate was charged to intermediate points on the Shore line train leaving New York and Boston at 5 o'clock p. m., but the lower rates to intermediate points are now allowed on that train. On other trains carrying parlor cars, aside from the three just mentioned, the dollar rate is charged only for a through seat between New York and Boston, the charge to intermediate points being 50 cents or 75 cents according to distance. In other words, the parlor car rate from intermediate points to the terminals is never more than 50 cents or 75 cents, according to distance, while on the three trains in question the parlor car rate from the terminals to intermediate points is 50 cents as the through rate. This is the discrimination of which complaint is made.

"Parlor cars were originally put in service to accommodate through or long distance travel between Boston and New York by furnishing easier and more comfortable seats. At first there was little demand for parlor cars, but the business has developed to quite large proportions and there is now an extensive demand for such cars, especially by passengers traveling through between the terminals above named.

"The defendant justifies the through rate of \$1 to intermediate points on the three trains mentioned by reason of the following facts: In the first place, the number of persons taking parlor cars to or from intermediate points is small in comparison with the total number of parlor car passengers. For example, the average number of parlor car passengers on the train leaving New York at 3 p. m. is only about 10 per cent of the whole number of passengers using parlor car accommodations on that train. Therefore, as the parlor cars are patronized chiefly by long distance travelers and the parlor car service is primarily maintained for their benefit, it is necessary on some trains to guard against filling up the parlor cars at the terminals with local or short distance travelers, and thus leaving insufficient accommodations for through or long distance passengers. It is said

that all or nearly all the parlor car seats on these trains are frequently required for the use of through travelers, and that such travelers would often be deprived of desired accommodations if seats were sold at lower rates to intermediate points. For this reason, the defendant says that the rate is charged to intermediate points on four (now three) trains which are operated largely for through travel, and on which a rule the entire parlor car space is needed for through passengers.

"The further statement is made that it is not feasible to increase the parlor cars on the trains in question, because the number now used is as great as can be hauled at the high rate of speed maintained by these trains. Moreover, at both New York and Boston the yards where trains are made up are at considerable distances from the passenger stations, while the physical conditions at these stations are such that additional cars cannot be put in after the trains have been placed at the passenger platforms. As a practical matter, it is insisted, the trains must be made up with reference to their scheduled time, and the usual number of passengers carried, and an increase of parlor car accommodations cannot be provided. In these trains, the dollar rate is charged on these trains to all points not for the purpose of aiding local business, but in the interest of through passengers who have the greatest need of parlor car accommodations. The defendant sustains defendant's contention in this regard and the facts are found accordingly.

"We further find that the number of trains and parlor cars on which the lower car rate to intermediate points are allowed, together with the hours at which such trains leave the respec-

tive terminals and arrive at intermediate stations, are reasonably sufficient for the accommodation of the public. Taking all the circumstances into account, including due provision for through passengers, it is not perceived that any real hardship or injustice results from the dollar charge to all points on the three trains in question.

"The conclusion follows so plainly from the facts found in this case that argument is unnecessary. It is not a violation of law to charge more in one direction on certain trains than is charged in the other direction on all trains between the same B. R. Co. (Maloon v. Boston & M. B. R. Co. et al. 9 I. C. C. Rep. 642.)

"Duvany v. Atchison, T. & S. F. R. Co. et al. 4 I. C. C. Rep. 207.

"The defendant furnishes adequate parlor car accommodations at the lower rates for local and short distance passengers, and the discrimination against such passengers by reason of the dollar rate to intermediate points on three of defendant's trains is not undue or unreasonable. It is insisted that through passengers are denied the right to make the regulation in question, and that several cases called to its attention, the supreme court said: "With no disposition whatever to vary or qualify the cases above cited, neither the conclusions of the court nor the tenor of the opinions are opened to question. It is held in this case, that, after all local conditions have been adequately met, railroads have the right to adopt special provisions for through traffic." "It is also of the opinion that no violation of the act has been shown and that the complaint should be dismissed."

FEAR DAMAGE TO BUSINESS

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LARDO, Tex., May 1.—The quarantine rules and regulations recently promulgated by Dr. George H. Tobo, state health officer of Texas, became effective today. Hereafter any passenger from any point which last year was infected with yellow fever will be compelled to show by certificate that for five days previously the bearer had not been in an infected district.

It is thought passengers will be compelled to secure a certificate from the United States consul at some noninfected point certifying absence from an infected district for the requisite five days.

According to information from Monterey during the last week letters and telegrams have been pouring into that city from persons in the States inquiring about conditions. Most of the inquiries are from business men and capitalists having interests at points last year infected, and who do not wish to undergo the quarantine established by the state of Texas.

Unless a satisfactory compromise is arranged between the Mexican and Texas health officials considerable inconvenience will be suffered by many individuals and great damage to business interests will result.

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The case was stated as follows: "Defendant has numerous through daily trains between New York and Boston on which the through parlor car fare is one dollar, on all trains from intermediate points the parlor car fare is 50 or 75 cents according to distance, on three trains the parlor car rate is one dollar in any intermediate point. Complaint is made that the charge of one dollar to intermediate points constitutes unlawful discrimination. Held: 1. That it is not a violation of law to charge more in one direction on certain trains than is charged in another direction on all trains between the same points. 2. That defendant furnishes adequate parlor car accommodations at the lower rates for local and short-distance passengers, and the discrimination against such passengers by reason of the dollar rate to intermediate points on three of the defendant's trains is not unlawful." "The report and opinion of the commission is as follows: 'The unlawful alleged in this case, is that on a certain train the parlor car rate is one dollar in one direction and 50 or 75 cents in the other direction. The defendant justifies the through rate of \$1 to intermediate points on the three trains mentioned by reason of the following facts: In the first place, the number of persons taking parlor cars is more on the trains above named than on parlor car passengers. For example, the average number of local parlor car passengers on the train leaving New Haven at 3 p. m. is only about 19 persons of the whole number of passengers using parlor car accommodations on that train. Therefore, as the parlor cars are patronized chiefly by long distance travelers and the parlor car service primarily maintained for their benefit, it is necessary of some trains to guard against filling up the parlor cars at the terminals with local or short distance travelers, and thus leaving insufficient accommodations for through or long distance passengers. It is said

that all or nearly all the parlor cars on these trains are frequently required for the use of through travelers, and that such travelers would often be deprived of desired accommodations if seats were sold at lower rates to intermediate points. For this reason, the defendant says, the parlor rate is charged on intermediate points on four (now three) trains which are operated largely for through travel, and on which a rate the entire parlor car space is needed for through passengers.

"The further statement is made that it is not feasible to increase the parlor cars on the trains in question, because the number now used is as great as can be handled at the high rate of speed maintained by these trains. Moreover, at both New York and Boston the yards where trains are made up are at considerable distances from the passenger stations, while the physical conditions at those stations are such that additional cars cannot be put in after the trains have been placed at the passenger platforms. As a practical matter, it is insisted, the trains must be made up with reference to their scheduled time and the total number of passengers carried, and that an increase of parlor car accommodations cannot be made. Moreover, the dollar rate is charged on these trains to all points not for the purpose of advantage to the carrier, but in order that through passengers who have the greatest need of parlor car accommodations may be accommodated. Defendant's contention in this regard and the facts are found accordingly.

"We further find that the number of trains and parlor cars on which the lower car rate to intermediate points are allowed, together with the hours at which such trains leave the respective terminals and arrive at intermediate stations, are reasonably sufficient for the accommodation of the public. Taking all the circumstances into account, including due provision for through passengers, it is not perceived that any real hardship or injustice results from the dollar charge to all points on the three trains in question.

"The conclusion follows so plainly from the facts found in this case that argument is unnecessary. It is not a violation of law to charge more in one direction on certain intermediate points than is charged in the other direction on all trains between the same points.

"Malcolm C. Boston & M. R. Co. et al 9 I. C. R. Rep. 642.

"Duivan v. Atchison, T. & S. F. Ry. Co. et al 9 I. C. R. Rep. 100.

"The defendant furnishes adequate parlor car accommodations at the lower rates for local and short distance passengers, and the discrimination against such passengers by reason of the dollar rate to intermediate points on three of defendant's trains is not undue or unreasonable.

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5-1902

Record MAY - 3 1904

AIM AT ARMOUR LINE

Michigan Fruit Growers Open
Case Before the Inter-
state Commission.

RATES CALLED EXORBITANT

Evidence That the Car Company
Charges \$25 to \$50 for Icing
a Single Load.

The grasp which the Armour Car Line is said to have on the fruit industry of the State of Michigan is being exploited before the interstate commerce commission, which began a session in Chicago yesterday.

More than a score of fruit growers, including representatives of the Fennville Fruit Growers' Association, appeared before the commission to tell of alleged burdensome exactions made by the Armour Car Line through exclusive contracts which that company is said to have with the Michigan Central, Pere Marquette and other railroads. It is claimed by the fruit men that charges for icing imposed by the Armour people are so excessive that the fruit industry of the state is being threatened.

Armour & Co. raised the question of the jurisdiction of the commission on the ground that the defendant is not a common carrier within the meaning of the interstate commerce act. This point was passed, however, the company reserving the right to raise it later if it were deemed necessary.

SHOW RISE IN RATES.

It appeared from the evidence that the fruit growers are compelled to pay from 8 to 100 per cent increased charges on fruit shipments since the Fruit Growers' Express Company, owned by Armour & Co., began operations in Michigan. It was shown, for example, that the rate on peaches from Fennville to Chicago prior to the advent of the exclusive Armour contract was 23 cents, including the icing. Under the Armour contract a minimum charge of \$25 a car for the icing alone is imposed and this charge amounts in some shippers to as high as \$50 a car.

It is claimed that on the trip from Fennville to Chicago no more than four tons of ice would be used in the hottest weather and that the ice is worth 12 a ton.

ARMOURS DEAL IN FRUIT.

Attention was called to the alleged fact that Armour & Co. also deal in fruit, and by reason of the enormous profit they make on their private cars through the mileage paid them by the railroads, they are denied on safe margins and are able to displace competitors. It was also shown that Mosley Brothers, a Michigan fruit dealing concern, owns its own refrigerator cars, and railroads is compelled to make the same charges that are imposed for the use of the Armour cars.

A. H. Campbell, a fruit grower and shipper of Mattawan, Mich., put the matter in this way:

The fruit shippers of Michigan have no alternative. They must use their fruit in load cars, and pay the exorbitant shipping rates assessed.

could ship a car load of grapes or peaches from Mattawan to Minneapolis by paying \$15 icing charges and the regular freight rate. Now the icing charges alone are \$40. The railroad people give us little satisfaction when we complain. They tell us we must deal with Armour & Co.

Arthur Patriarche, traffic manager of the Pere Marquette Road, stated that only about 24 per cent of the fruit shipments over that line was in Armour cars. The session probably will last several days.

WAIVE CHARGE FOR STOP-OVERS

Illinois Central, Alton and Wabash Give Notice of Change.

Notice was given yesterday by the Chicago-St. Louis roads, the Illinois Central, the Alton and the Wabash, that no charge would be made by them for the privilege of stopping over in Chicago on tickets sold by eastern roads. The notice was the result of the stand taken by the Grand Trunk.

The Illinois Central decided it could not refuse to accept Grand Trunk tickets not validated by the joint agency and accordingly gave notice that it would accept all tickets from eastern territory without such validation, and therefore without imposing a charge of \$1.

It is understood that the Michigan Central, the eastern portion of the Wabash, and the Erie will cease charging \$1 for stop-overs because of the apparent necessity to meet Grand Trunk competition. At present the other eastern lines declare that they will continue to impose the \$1 charge. Western roads also declare that the action of the Chicago-St. Louis lines will not affect them and that \$1 will be charged for stop-overs on all western tickets.

It is the general impression, however, that before the month is ended travelers will be able to stop over in Chicago on their way to the world's fair from every section of the country without having to pay for the privilege.

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It is the general impression, however, that before the month is ended travelers will be able to stop over in Chicago on their way to the world's fair from every section of the country without having to pay for the privilege.

The Economy of Private Cars

THE LARGE AMOUNT OF BUSINESS TRANSACTIONS WHILE TRAVELING HAS MADE THEM NECESSITIES RATHER THAN LUXURIES

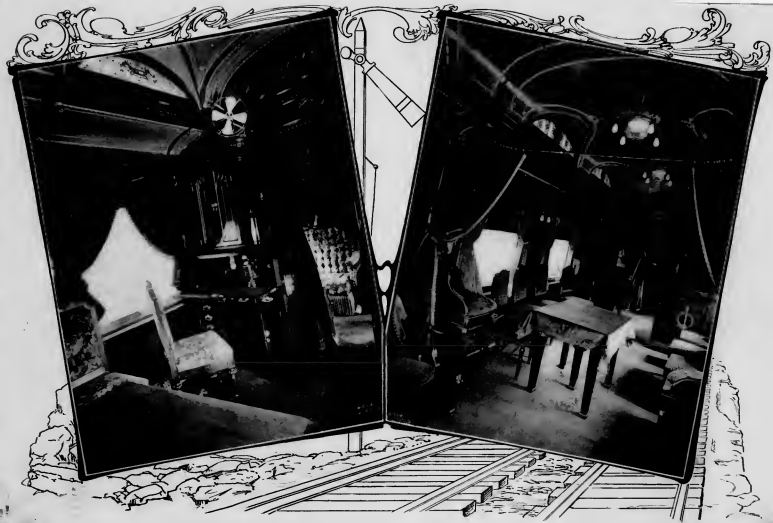
ON a day not long ago four elegant private cars, furnished as luxuriously as the lavish expenditure of money permits, were with a few feet of one another in the shed for outgoing trains at the Grand Central Station. Within a few hours each of them was to start on a transcontinental journey to occupy from six to eight weeks. One was bound straightway for the Pacific Coast, thence by more leisurely stages to the frozen mountains of Alaska. This was a business trip pure and simple. The men who hired the car expected to work just as hard every day as though they were in their offices—"hell's acre," as a Congressman recently described the business district that clusters around the Sub-Treasury in Wall Street. Stenographers, typewriters, and a telegraph operator were in the party.

Another car was bound for Chicago, there to pick up three capitalists who are interested with New Yorkers in the development of certain industries in the South. Plenty of work was planned for this trip also. A third car was at the disposal of a rich man who was taking his son to the Newfoundland coast by orders of the family doctor. Before its departure the car was surrounded by young men and women in New York's upper social set, who had come to wish their friend a safe journey and a speedy recovery; but it was evident from the manner in which many of them shed tears that they never expected to see him again. The fourth car was awaiting the orders of a young society matron, the wife of the multi-millionaire who owned it, and who had invited some friends from this city and from her former home in Cleveland to accompany her on a Lenten trip to the Florida beaches and back.

Ten years ago the departure of four private cars in one forenoon from any railway station in New York would have been the subject of a newspaper article. But the use of private cars has become so common now that nobody pays any attention to them. They are not even good material for the press agent of a popular actress. In the days when Adelina Patti, Mary Anderson, and Mrs. Langtry first began to use them, the movements of these private cars were telegraphed to New York newspaper offices by country correspondents all over the land. They would not be mentioned to-day unless the private car happened to run off the track or to catch fire.

The Office on Wheels.

A. J. Cassatt, President of the Pennsylvania Railroad, makes three or four journeys each week from Philadelphia to New York and back in his private car. He thinks no more of it than men who live in Brooklyn think of their daily trip over the bridge. Between the Broad Street Station, in Philadelphia, and Jersey City Mr. Cassatt puts in more than enough work to defray the cost of the journey many times over. His secretary and two stenographers and typewriters usually accompany him. A great deal of work is accomplished during the two hours' ride. If Mr. Cassatt is not going back the same day, the special car is taken back to Philadelphia on the next train leaving the Jersey City terminal. The stenographers have the correspondence all transcribed by the time they reach their offices. It would be an immense loss to the President of the road to lose the four hours of a business day that he would have to lose every time he goes to and from New York if he did not have a special car.



THE OFFICE AND DRAWING-ROOM OF A PRIVATE CAR CONSTRUCTED BY THE PULLMAN CO.

Ser. 07 Vol. 2

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The Economy of Private Cars

THE LARGE AMOUNT OF BUSINESS TRANSACTIONS WHILE TRAVELING HAS MADE THEM NECESSITIES RATHER THAN LUXURIES

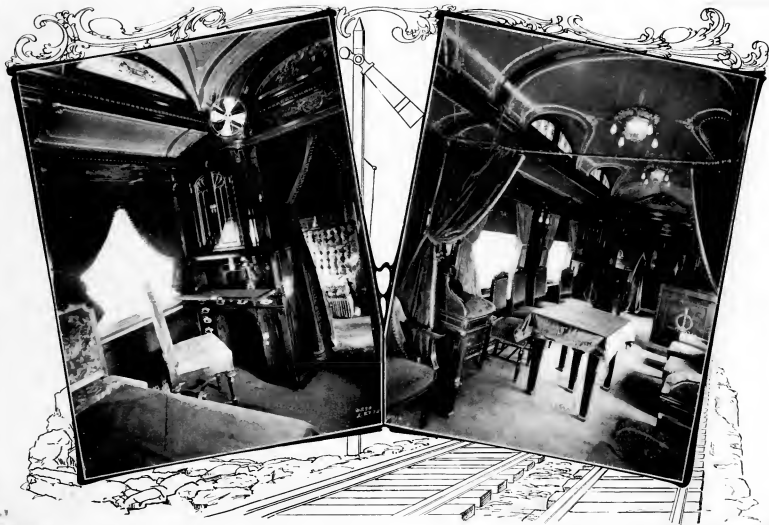
ON a day not long ago four elegant private cars, furnished as luxuriously as the lavish expenditure of money permits, were with a few feet of one another in the shed for outgoing trains at the Grand Central Station. Within a few hours each of them was to start on a transcontinental journey to occupy from six to eight weeks. One was bound straightway for the Pacific Coast, thence by more leisurely stages to the frozen mountains of Alaska. This was a business trip pure and simple. The men who hired the car expected to work just as hard every day as though they were in their offices—"hell's acre," as a Congressman recently described the business district that clusters around the Sub-Treasury in Wall Street. Stenographers, typewriters, and a telegraph operator were in the party.

Another car was bound for Chicago, there to pick up three capitalists who are interested with New Yorkers in the development of certain industries in the South. Plenty of work was planned for this trip also. A third car was at the disposal of a rich man who was taking his son to the Newfoundland coast by orders of the family doctor. Before its departure the car was surrounded by young men and women in New York's upper social set, who had come to wish their friend a safe journey and a speedy recovery; but it was evident from the manner in which many of them shed tears that they never expected to see him again. The fourth car was awaiting the orders of a young society matron, the wife of the multi-millionaire who owned it, and who had invited some friends from this city and from her former home in Cleveland to accompany her on a Lenten trip to the Florida beaches and back.

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Ser. 07 Vol. 2

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THE LUXURIOUS BEDROOM OF A PULLMAN PRIVATE CAR

Ser. 07 Vol. Page 45Envelope Foldout X Insert B

RAILROAD MEN

A PUBLICATION DEVOTED TO THE RAILROAD SERVICE

VOL. XVII

MAY, 1904

No. 8



JULIUS KRUTTSCHNITT

Director of Maintenance and Operation of the Harriman Lines



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Ser. 07 Vol. Page 45Envelope Foldout Insert B

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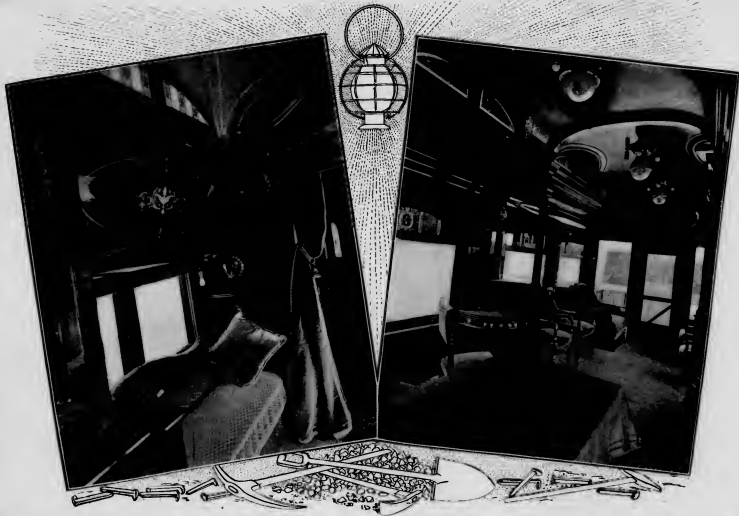
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RAILROAD MEN



TWO VIEWS SHOWING THE INTERIOR DECORATIONS OF A MILLIONAIRE'S CAR

Ser. 07 Vol. 2

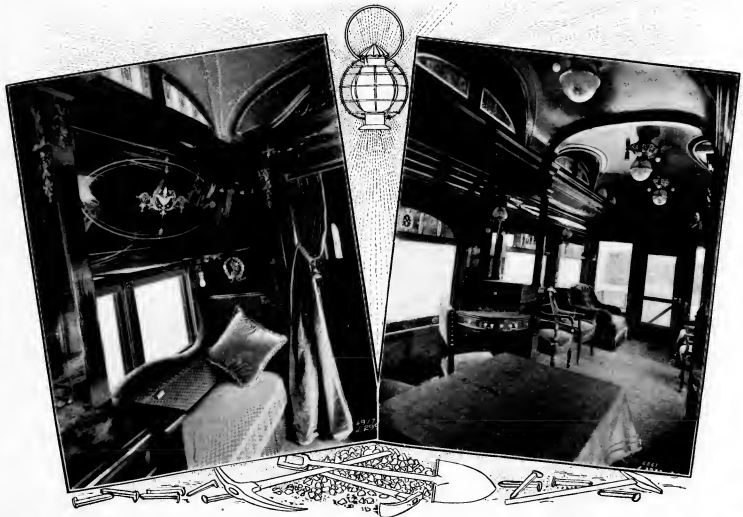
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RAILROAD MEN



TWO VIEWS SHOWING THE INTERIOR DECORATIONS OF A MILLIONAIRE'S CAR

RAILROAD MEN

Charles W. Bunting, a Western millionaire, was one of the first men to use a private car for business purposes. He paid \$35,000 for his own car, and was rebuked by his friends for his extravagance.

"Why," he replied to one of them, "that car more than paid for itself before I had it two months."

The late President Newell, of the Lake Shore Railroad, is credited with being the first man to introduce a kitchen in a private car. Collis P. Huntington went him "one better" by the introduction of a refrigerator. It was liberally written up at the time. To-day these are mere details in private cars that cost anywhere from \$30,000 to \$50,000, and which afford every luxury to their occupants, be they three, ten, or twenty.

Mr. Westinghouse, the air-brake inventor, does not own his private car. He leases the "Glen Eyre" from the Pennsylvania Railroad whenever he wishes to travel. Harry Payne Whitney has taken possession of the handsome private car formerly owned and used by his father. It is fitted out with polished mahogany and chiselled leather. The door-knobs are

of silver and the rugs expensively Turkish. The President's car on the New York Central is said to be one of the finest in the land. The two most expensive belong to Charles M. Schwab and Adolphus Busch, of beer fame. The latter is said to have cost \$50,000. It was a gift from friends. This car has a porcelain bathtub and a shower. Mr. Schwab's has a hand-painted ceiling, Louis XV. furniture, and brass beadsteads in the staterooms that cost \$1,000 each.

The amount a man will pay for a leased private car depends upon how badly he wants it. Sometimes it is necessary to buy off the date of another man who has engaged the car, but who will defer his trip for a consideration. Under ordinary circumstances a leased car costs \$50 a day, exclusive of food and the usual transportation charges. The latter item approximates \$1.50 a mile, which with a reasonable allowance for meals would mean a total cost of \$800 for the run between New York and Chicago. For a party of average size this is not considered extravagant.

A Railroad President's Day

THE general public has an idea that the President of a railroad has a very easy time. It is known that he draws a very large salary, that he has a corps of assistants, that he keeps no office hours, and the supposition is that he spends his time in a way to suit himself. It would be a revelation to most people if they could pass a day in the private office of any President and see what his duties really are.

Very often the head of the road arrives at the terminal early in the morning after a long trip over the road, or to some Western city, where he has attended a conference of the heads of allied lines. He has been on the road all night, but thanks to his private car, which is erroneously considered a luxury, he appears at his office fresher for

work than some of the suburbanites who have been up since six o'clock.

The President usually enters his office by a private door, so that it is impossible for his visitors to know whether he is in or out. He finds a great pile of personal mail awaiting his attention, and while he is looking it over the word spreads about the building that "the old man is back." In a few minutes the private secretaries of the heads of departments drop into the outer office to learn from the President's secretary what business is likely to come up first, and what chance there is for action on some pet measure. The President's secretary greets them pleasantly, and assures them that they know as much about the order of business as he does.

Evening Post
5-11-04

Chronicle
5-11-04

Tribune
5-6-04

AMONG THE RAILWAYS.

Erie Puts Into Service New Day Coaches on Chicago-New York Trains.

INNOVATION IN BUILDING.

Smoking Compartment in Center of Car—Legislature Liberal to Canadian Roads

Some splendid new equipment was placed in commission to-day by the Erie Road. It was in the form of day coaches to be used on the trains between Chicago and New York and Buffalo and New York. They are fresh from the shops of Barney & Smith, Dayton, Ohio, and represent the highest and latest type of coach building. The interior finish of the cars is extremely rich and attractive. It is severely simple, but its richness is all the more emphasized on that account. The woodwork is all finely finished mahogany, and the upholstery, with the exception of the smoking apartment, which is in Russia leather, is rich silk plush.

These new cars are much larger than the ordinary old-time day coach. They are seventy-eight feet in length and have seating space for about eighty passengers. The cars are furnished with lavatories at both ends—one for men and the other for women.

A unique feature, which is doubtless destined to receive a great deal of attention, is the arrangement and location of the smoking apartment. Whether it will prove perpetually popular will require time and experience to demonstrate. It is placed in the center of the car and is separated from the other portions by glass partitions. That the compartment will be an extremely comfortable one for smokers cannot be controverted. Indeed, it is luxurious in all its appointments, and in that respect is equal to the smoking apartment in the ordinary Pullman, but whether the passengers in the other portions of the car appreciate it as highly as do its occupants is open to question. It extends across the car by a narrow aisle on one side, the effect being to divide the car into three compartments, to give each of these rather a confined and hampered appearance. Aside from this, however, the cars are extremely attractive and will doubtless prove popular with the traveling public.

WEST PLEASES HARRIMAN

Railroad President Says Conservatism Shown Justifies Equipment Orders.

New York, May 8.—President E. H. Harriman of the Union Pacific and Southern Pacific roads, who has just returned from a tour of inspection of those properties, gave an informal interview today dealing with some observations made by him during his trip. He says he found conditions in the west and southwest much better than he thought they would be at this time when he made his previous trip to those sections last fall. Then, he said, the extreme depression in the stock market and unsettled conditions generally in this part of the country were clearly reflected in the west and southwest. Conditions now are so much better that he felt warranted in ordering more equipment for the Harriman roads than he originally intended to order.

Regarding Southern Pacific Mr. Harriman said that the road was now beginning to see daylight in the matter of extraordinary expenses. Speaking of the Lucien cutoff near Salt Lake City, which has been a source of great expense and has baffled the skill of the best railway engineers, Mr. Harriman said that freight trains were now being run over it, but it was not deemed advisable to carry passengers.

Mr. Harriman said he had not given much thought to the matter of dividends on Southern Pacific, but intimated that, once dividends were begun, they would be continued. Crop conditions in the west and southwest, according to Mr. Harriman, were much better than the government reports indicated. Of the west as a whole, he said he thought more conservatism was being shown there than here and that country, he believed, is in good shape to look after its own financial requirements.

Examiner
5-11-04

LEASE SITE AND STORE.

CHAPIN & GORE SECURE ADAMS STREET BUSINESS PLACE.

Obtain Property at 16-22 from A. A. McKay for Ninety-nine Years at \$10,000 Annually, Paying Taxes and Insurance—Will Use It for Wholesale Trade—L. D. Sheppard Conveys Three Pieces for \$226,000 — M. H. Evans Is the Purchaser.

Chapin & Gore have leased from Alexander A. McKay of New York the property at 16-22 Adams street for ninety-nine years at an annual rental of \$10,000, less than to pay taxes and insurance.

The property, which is just west of the Pullman building, fronts eighty-one feet, with a depth of eighty feet, and is improved with a four story and basement building. Frederick T. Hoyt acted for the lessor and J. W. Adams of H. O. Stone & Co. for the lessee.

Will Remodel the Building.

The firm will remodel the structure at a cost of \$75,000, building an ornamental iron front and covering a ten foot alley in the rear. The building will be used exclusively for wholesale and family liquor trade, and the firm's retail business will be conducted at the present location in Monroe street, arrangements having been concluded for a lease in the building to be erected on that site. The new plans contemplate an abandonment of the restaurant, and it is probable that the collection of pictures and relics will be sold at auction.

The lease of the Adams street property is to become effective Nov. 1. The present lease on the Monroe street property expires May 1, 1905, at which time work on the proposed new building is to begin.

Passenger Car With Its New Feature to Be Exhibited at Dearborn Street Station To-Day.

At the Dearborn street station this morning the Erie Railway company will place on exhibition one of their new passenger cars, which is said to be "baggage thief proof."

The coach differs from others in that the smoking compartment is placed directly in the center of the car. The walls of the room are of plate glass and the passenger may enjoy his cigar and at the same time watch his baggage.

This compartment is patterned after the ordinary stateroom of a steamer and is lit more than a stateroom moved to the center of the car. A narrow passageway on each side of this miniature smoker

makes it possible for passengers to go from one end of the coach to the other, having nothing afloat of their baggage, left in any part of the car.

This plan is a decided innovation in car building and is the first smoking compartment building and is the first smoking compartment building and is the first smoking compartment building and is the first smoking compartment building.

For years railway men have been bothered by "train thieves," and the building of this car, as this has been the dream of the lives of several managers. It remained for President Underwood of Erie to devise the plan and place the cars in general use.

Canning Post
5-4-04

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Chronicle

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Examiner

5-4-04

Erie Railroad's Glass Compartments for Smokers Make Its Coaches Proof Against "Baggage Thief"



ERIE RAILROAD'S "BAGGAGE THIEF" CAR.

The picture shows the interior of the coach with the glass compartment for smokers in the center.

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Chronicle
5-7-04

American
5-8-04

DEATH OF MRS. MARY C. SANGER.



MRS. MARY CATHERINE SANGER, 87 years old, died at the Pasadena, Cal., home of her daughter, Mrs. George M. Pullman, at 1 o'clock yesterday morning after an illness of three weeks. The body will be brought to Chicago for burial, but the funeral arrangements have not yet been made. Mrs. Sanger came to Chicago from Pennsylvania in 1836 and settled here permanently in 1840. From that time until recent years she was actively engaged in charitable work and for years was a director of the Chicago orphan asylum. Mrs. Sanger and the woman associated with her in the management of that institution worked hard for the asy-

lum, doing some of the actual drudgery necessary to the success of the entertainments they gave in behalf of the institution. Mrs. Sanger was also greatly interested in the reformatory for girls at Evanston. A few years ago, because of her advanced age, Mrs. Sanger retired from active charitable work, though she never ceased to manifest a keen interest in the institutions with which she had been connected. Her health has been remarkably well preserved until her last illness. Mrs. Sanger was the widow of James Young Sanger, a pioneer contractor of Chicago. Mrs. George M. Pullman, 1729 Prairie avenue, is the only child who survives her.

MRS. PULLMAN TO BRING MOTHER'S BODY HOME.

Funeral Will Be Held From the Prairie Avenue Residence on Next Friday Afternoon, With Most Simple Ceremonies.

Heartbroken and alone, Mrs. George M. Pullman is coming across the continent from Pasadena to her home in Chicago. With her is the body of her aged mother, Mrs. Mary C. Sanger, who died last Friday morning at Pasadena, and who is to be buried Friday afternoon at 2 o'clock from the Pullman mansion, 1729 Prairie avenue, with the most simple rites.

The devoted daughter and the casket containing the remains of the mother she has attended so faithfully for many years, and whose life she hoped up to Thursday night to prolong for our more Spring home-coming, will arrive in Chicago sometime on Wednesday.

Pioneer Pays Tribute.

The death of Mrs. Sanger removes from Chicago a pioneer who has been identified with the city since the early '30s. Fernando Jones, a pioneer of Chicago, who knew her for nearly three-quarters of a century, paid her a glowing tribute yesterday.

"Everybody loved Kate McKilben," he said. "We always called her Kate, although her name was Mary Catherine. She was always so pleasant and kind and obliging that she was a great favorite. She was a plump little body, with soft brown hair, bright blue eyes and a complexion of peaches and cream."

"She was the belle of Balcom's dancing school, which was the substitute then for the exclusive society functions in these days."

"She was very young when she married young John Sanger, and they went to Evanston in a little house on Wabash avenue near Hubbard street. Later they moved farther south, and in the second home the little daughter, now Mrs. George Pullman, was born."

Most Tenderly Cherished.

The bond between mother and daughter was unusually strong, even in infancy, and it has been strengthened with the years. Ever since Mr. Sanger's death in 1846 Mrs. Sanger has been tenderly cherished by her daughter, Mrs. Pullman. Most of the time she has lived at the beautiful Chicago mansion in Prairie avenue, at the Winter home in Pasadena, Cal., and at the Summer home in Elberon, N. J.

Mrs. Sanger was a woman of rare character and attainments, preserving her wonderful mentality up to the last, despite her eighty-seven years.

Her small estate, consisting principally of old family heirlooms and personal property, is bequeathed to Mrs. Pullman.

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LOCAL MEN FOR LOCAL CONDI-
TIONS.

It should be a matter of great pride to local citizens that men of the Calumet region are becoming more and more prominent as public officials. The south end of the city is increasing in population more rapidly than any other portion. There are contemplated here a number of great public improvements, some of which are necessary not only as local issues but also in connection with the requirements of the city and county as a whole.

The Calumet region and in this instance the Eighth ward boasts of the facts that two of its distinguished citizens have been elected to manage and to hold the money of the city and the county. Ernest Hummel, city treasurer, and John J. Hanberg, treasurer of Cook county, are men of whom any community may well be proud. Edward H. Olson, candidate for county commissioner, is another south-end man who has won prominence at home and abroad. A sketch of Mr. Olson's career appears in another part of this paper. W. E. Colburn, named for the board of equalization, is another well known republican worker, who if elected will bring additional prestige and honor to the Calumet region.

At a date not far distant the people of this territory will be called upon to name a man to represent them on the board of drainage trustees. The Calumet canal will soon be in process of construction. This canal is by far the most important work before the drainage board. It is especially important to the people of this end of the city. It is most necessary that the Calumet region be represented upon the board of trustees to look after the interests of this district.

Mr. Porter of the Morgan Park Ridge Record, Mr. Keith of the Harvey Tribune-Citizen, Mr. Viop of the Blue Island Sun and Mr. Williams of the Western Publisher. These gentlemen in their respective publications have urged Mr. Lee's candidacy on the grounds of his constant and consistent agitation for the canal since the founding of his paper six years ago and because of his familiarity with the work and conditions as a result of his profession and occupation followed for many years as a civil engineer and surveyor.

These columns are not a proper place for the discussion of Mr. Lee's qualifications for the position to which he aspires. He has fought for the canal with all the power of his paper and personal influence. His education and experience as a civil engineer should make an additional qualification. He believes that the Calumet region consisting of the Eighth and Thirty-third wards and the town of Calumet, should have representation upon the drainage board. The great Calumet canal means more to this section than any other improvement ever contemplated. Laying politics aside the people should join all their forces and demand representation on the board that has charge of its construction.

The necessity of local representation is well shown by the following absurd interview, published in the Journal May 7th. Mr. Foreman, who is also the president of the county board (not renominated) is evidently none too well acquainted with local conditions. His interview follows:

"The forty-five acre park will be on the lake shore, between Ninety-ninth and One Hundred and Second streets, and embraces the only tract of land between Seventy-ninth street and Indiana harbor not owned by some manufacturing concern. The plans for this park were approved by our last meeting. It will give a breathing place for the thickly populated region about Pullman, Kensington and that section."

An official of the Pullman Company yesterday said: "There positively is nothing new in car-building circles. Orders continue to come in slowly and in small volume. Our shop capacity is fairly well taken up for the next few months, and while nothing big is expected we think it is going to be just a normal year."

By Men MAY 1904

A Train Which Cost \$500,000

The Pullman Company has prepared a train of ten cars as its exhibit for the Louisiana Purchase Exposition, and they were installed about the middle of April. They are said to be the finest cars ever made at the works of the Company, and all are of different styles—private, buffet, tourist sleeper, chair car, day coach, compartment sleeper, parlor car, ordinary sleeper, dining and composite car. The last contains a smoking-room, buffet, and barber shop. In the private car is an elaborately furnished bathroom. Instead of the brilliant varnish usual in railway cars a dead finish has been used. In the buffet car the woodwork is of Flemish oak. The cost of the train was nearly half a million dollars.

LOCAL MEN FOR LOCAL CONDITIONS.

It should be a matter of great pride to local citizens that men of the Calumet region are becoming more and more prominent as public officials. The south end of the city is increasing in population more rapidly than any other portion. There are contemplated here a number of great public improvements, some of which are necessary not only as local issues but also in connection with the requirements of the city and county as a whole.

The Calumet region and in this instance the Eighth ward boasts of the facts that two of its distinguished citizens have been elected to manage and to hold the money of the city and the county. Ernest Hummel, city treasurer, and John J. Hanberg, treasurer of Cook county, are men of whom any community may well be proud. Edward H. Olson, candidate for county commissioner, is another south-end man who has won prominence at home and abroad. A sketch of Mr. Olson's career appears in another part of this paper. W. E. Colburn, named for the board of equalization, is another well known Republican worker, who if elected will bring additional prestige and honor to the Calumet region.

At a date not far distant the people of this territory will be called upon to name a man to represent them on the board of drainage trustees. The Calumet canal will soon be in process of construction. This canal is by far the most important work before the drainage board. It is especially important to the people of this end of the city. It is most necessary that the Calumet region be represented upon the board of trustees to look after the interests of this district.

Mr. Porter of the Morgan Park Ridge Record, Mr. Keith of the Harvey Tribune-Citizen, Mr. Vlop of the Blue Island Sun and Mr. Williams of the Western Publisher. These gentlemen in their respective publications have urged Mr. Lee's candidacy on the grounds of his constant and consistent agitation for the canal since the founding of his paper six years ago and because of his familiarity with the work and conditions as a result of his profession and occupation followed for many years as a civil engineer and surveyor.

These columns are not a proper place for the discussion of Mr. Lee's qualifications for the position to which he aspires. He has fought for the canal with all the power of his paper and personal influence. His education and experience as a civil engineer should make an additional qualification. He believes that the Calumet region consisting of the Eighth and Thirty-third wards and the town of Calumet, should have representation upon the drainage board. The great Calumet canal means more to this section than any other improvement ever contemplated. Laying politics aside the people should join all their forces and demand representation on the board that has charge of its construction.

The necessity of local representation is well shown by the following absurd interview, published in the Journal May 7th. Mr. Foreman, who is also the president of the county board (not renominated) is evidently none too well acquainted with local conditions. His interview follows:

"The forty-five acre park will be on the lake shore, between Ninety-ninth and One Hundred and Second streets, and embraces the only tract of land between Seventy-ninth street and Indiana harbor not owned by some manufacturing concern. The plans for this park were approved by our last meeting. It will give a breathing place for the thickly populated region about Pullman, Kensington and that section."

Chronicle

MAY 12 1904

An official of the Pullman Company yesterday said: "There positively is nothing new in car-building circles. Orders continue to come in slowly and in small volume. Our shop capacity is fairly well taken up for the next few months, and while nothing big is expected we think it is going to be just a normal year."

By Men

A Train Which Cost \$500,000

The Pullman Company has prepared a train of ten cars as its exhibit for the Louisiana Purchase Exposition, and they were installed about the middle of April. They are said to be the finest cars ever made at the works of the Company, and all are of different styles—private, buffet, tourist sleeper, chair car, day coach, compartment sleeper, parlor car, ordinary sleeper, dining and composite car. The last contains a smoking-room, buffet, and barber shop. In the private car is an elaborately furnished bathroom. Instead of the brilliant varnish usual in railway cars a dead finish has been used. In the buffet car the woodwork is of Flemish oak. The cost of the train was nearly half a million dollars.

TROLLEY PULLMANS AND DINERS.

It is not a wild prediction to prophesy that within three years at the outside it will be entirely possible to ride from Boston to Chicago on cars operated by electric motors. It would be equally safe to assume that within five years the greater part of this very journey may be accomplished without a single change of cars. Numerous vacation parties made the trip between Boston and New York in this manner last Summer. Between New York and Buffalo there is a hiatus almost as broad as the state itself, but several companies are constructing lines which will eventually be connecting links of a trunk line system. Westward from Buffalo double tracks are building to Westfield, and at that point will be met by others projected eastward from Erie, Pa. From Erie there is an unbroken line extending westward through Cleveland, Toledo, Jackson and Battle Creek well on to South Bend, Ind.

The first American trolley company to provide dining car facilities was the Lake Shore, which has since March 13 put on such a service between Cleveland and Toledo. The pioneer line in the operation of trolley sleeping cars is the Indianapolis & Eastern, whose terminal points are the capital cities of Indiana and Ohio. It insti-

tuted this service in March of the present year. The company owning the sleeping cars has adopted the general plan of operation employed by the Pullman Company on the steam roads. It will collect seat and berth fares, charging the electric roads with mileage. The rate for berths between Indianapolis and Columbus as announced is \$2 for a single berth or \$3 for the compartment.

The type of sleeping car operated by the Indianapolis & Eastern Company differs in several respects from a Pullman. It is designed to be used as a parlor car by day and a sleeping car by night. This is accomplished by the use of removable screens and posts. Each section is completely screened off by the solid wall which is built up around it. The mahogany partitions are made on the principle of a rooftop-deck, and when not in use are stored under the false floor of the car. When the compartment is ready for use it has an inside aisle space fourteen inches wide and nearly seven feet long, in which the occupant has complete privacy. The system of ventilation is excellent. Each car will be operated individually and hence is provided with a cab for the motorman.—FROM THE WORLD TO-DAY.

Inter Ocean MAY 13 1904

FOR BURIAL OF MRS. SANGER.

Funeral to Be Held Tomorrow, with Interment at Graceland.

The funeral of Mrs. Mary Catherine Sanger, mother of Mrs. George Fullman, will be held at the residence of her daughter, 1729 Prairie avenue, at 2 o'clock tomorrow afternoon. Interment will be at Graceland. Mrs. Sanger died last Friday at Pasadena, Cal., where she had gone with Mrs. Fullman for her health. She was thought to be improving and arrangements were being made to return home, when she died suddenly. She was the grandmother of Mrs. Frank O. Lowden.

Tribune MAY 18 1904

TEXAS LOSES TRUST SUIT.

State Had Charged Railroad and Express Companies with Conspiring to Prevent Competition.

Austin, Tex., May 17.—The railroads and express companies won the first contest today in the anti-trust suits brought against corporation interests generally in the name of the state of Texas.

The suit was the one in which the Missouri, Kansas and Texas road and the Pacific Express company were being sued for violating the anti-trust laws by entering into a conspiracy to keep any other express company from doing business over the "Katy" system.

Judge Brooks of the District court this afternoon ruled in favor of the corporations by sustaining their demurrer and decreeing, in toto, of any violation of the anti-trust laws.

CARS FOR FAIR SERVICE.

The Wabash Road has had 150 cars built by the American Car and Foundry Company at Detroit for special world's fair service at St. Louis. They are what are called shuttle cars. As soon as the fair is over they will be transformed into regular cars. They are 50 feet long inside, 8 feet 9 inches wide and 3 feet 9 1/2 inches high, with steel underframes. Below the floor they are of standard freight car construction. The trucks are of standard car construction.

The sides are cut for four twenty-two-inch door openings and twelve windows, 17 1/2 by 21 1/2 inches. The ends of the car are sheathed all the way up, but the sides are sheathed only up to the window belt rail, thirty-six inches from the top. The seats are made of oak slats and are ranged along both sides with an aisle thirty-five inches wide, thirty-six inches from the top. The seats are forty-six inches long and fourteen and one-half inches wide and are grouped singly or back to back in the following order:

Beginning at one end, there is a seat running clear across the car, holding six persons; then three sets of double seats, two sets of single seats, two sets of double seats, two sets of single seats, then a set of double seats, and the end seat across the car.

This arrangement gives a total seating capacity of ninety-two passengers. Hand rails supported on brackets from the car lines seven feet above the floor and having straps hanging from them permit other passengers to stand in the aisle without being thrown about.

The cars are lighted with three alcohol-burner oil lamps mounted under the roof. They are painted olive green on the outside and a light gray on the inside. The interior appearance is relieved by the advertisements which are fastened on the walls in racks and on the posts and sheetmetal. A bell cord carried on hangers through the cars provides for communication from the rear end to the engine.

The doors run on rails outside the car and those on one side are opened simultaneously by a rod and lever at one end of the car. They are closed independently by the guards on the platforms in order to prevent accidents by passengers agitating hands or clothes caught by the closing door. The train platform at each end of the line are on levels with the car floor and come out to within two or three inches of the side of the car. Trains are made up of two or more cars, according to the crowd, and are hauled by light eight-wheel engines of the type used on the Wabash for hauling local passenger and light freight trains.

Tribune MAY 19 1904

May Resume Dividends Soon.

Friends of the Illinois Erick company say it is probable the semi-annual dividends on the company's stock will be paid in the coming dividend period. The dividend is 6 per cent cumulative, payable semi-annually. The last payment was made Jan. 15, 1903. Since that time the position of the company has improved greatly, and recently its overstock has been worked off at good prices.

Record MAY 20 1904

[SPECIAL TO THE RECORD-HERALD.]
NEW YORK, May 19.—An unfeeling station master discovered that the negro porter

Depot Porters (ers of the Grand Central station, in **Loss Salaries;** addition to their \$10 **Depend on Tips;** a month salaries, had been making \$80 and \$70 additional from tips. A ukase was at once issued and the company pay roll knows them no more. Hereafter the generosity of the public must suffice. There was consternation at first on the news of this retrenchment of the company, but when it was explained that the company did not really require the services of the red-capped attendants that it only consented to have them stay out of pure goodness of heart, the men put on a brave face and decided to "worry along" on what the public would give them.

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May 20, 1904.

THE RAILWAY AGE

971

NEW PASSENGER EQUIPMENT FOR THE LONDON & NORTHWESTERN RAILWAY.

The passenger equipment of European railways consists largely of small, light cars with two or three pairs of wheels attached to the underframe, and the popular impression is that they do not have large cars with six-wheel trucks, as in this country. Our illustrations show some of the most recent passenger car construction of the London & Northwestern Railway, where steel underframes 65 feet 6 inches are used for sleepers, dining cars and the royal saloon cars.

inches, and are brought closer together to receive the bogie center bearings. The body bolsters are steel I-beams 10 by 6 by $\frac{5}{8}$ inches and are secured to the side sills with bent knees 7 by 1 inches in section (rivets 1 inch diameter) and to the longitudinals and diagonals with knees respectively of 7 by $\frac{1}{2}$ inch section (rivets $\frac{3}{4}$ inch diameter).

Between the body bolsters there are five cross members, of which the middle and end ones are 3 by 3 by $\frac{1}{2}$ inch angle irons, arranged as shown by the cross section. The intermediate ones are of oak 4 inches thick and are the only wooden members in the underframe. They carry the struts



LONDON & NORTHWESTERN RAILWAY—ROYAL TRAIN—SALOON CAR.

The cars weigh 90,000 pounds and in proportions and general appearance approach quite nearly to American practice. The cars were designed by Mr. C. A. Park, carriage superintendent of the London & Northwestern Railway, and were built at their Wolverton works.

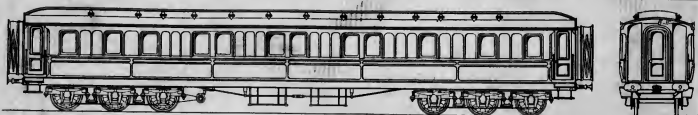
Referring to the engraving illustrating the steel underframe it will be noticed that the side sills are steel channels 10 by 4 by $\frac{5}{8}$ inches and they extend through to endsills. This arrangement dispenses with the heavy plate spring buffers used heretofore, and rubber springs are substituted.

The buffers are elliptical, with arcs of 13 inches and

for the truss rods and are supported by strong angles 8 by 4 inches from the longitudinals.

Both the center and the side sills are trussed, the former with $1\frac{1}{4}$ -inch rods and the latter with $1\frac{1}{2}$ -inch rods. All the truss rods have adjusting screws in the middle and the struts at the outer end are also adjustable. Their ends are flattened, carried over both bolsters and booked on the flanges of the outer ones and secured by rivets. The depth of the center of the truss rods from the top of the frame is $2\frac{1}{2}$ inches.

The underframe is divided into seven bays and each



LONDON & NORTHWESTERN RAILWAY—SLEEPING CAR, WITH STEEL UNDERFRAMES AND SIX-WHEEL TRUCKS.

THE RAILWAY AGE

22 inches, and in order to prevent them working and twisting out of position broad keys are put through the steel buffer guides, and the stems or rod of the buffers.

The buffing strains are taken on short lengths of channel 10 by 4 by $\frac{5}{8}$ inches put in between the diagonals (channels $9\frac{1}{4}$ by $3\frac{1}{2}$ by $\frac{5}{8}$ inches) and the side sills are supported by strong knees 7 by 1 inches on each side, the rivets being 1 inch in diameter. The end sills are channels of the same section as the side sills, viz., 10 by 4 by $\frac{5}{8}$ inches.

The center sills are channels $9\frac{1}{4}$ by $3\frac{1}{2}$ by $\frac{5}{8}$ inches, except between the bolsters, where they are 10 by 4 by $\frac{5}{8}$

of these is braced diagonally by 3 by $\frac{3}{4}$ inch tie bars, riveted to the $\frac{3}{4}$ -inch lap plates, which cover all the junctions of the members. All rivets, except above mentioned, are $\frac{3}{4}$ inch diameter. The underframe carries dynamos for electric service and it is fitted with two of the vacuum brake rolling ring cylinders and also the Westinghouse brake. The width of the underframe is 7 feet 5 inches and is adapted for the new saloons, which are 9 feet wide at the waist.

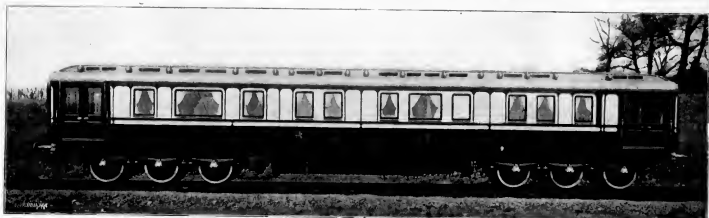
The overhang of the body is carried on a series of shouldered brackets, riveted to the top flange of the underframe, which supports india rubber blocks, as shown in elevation.

NEW PASSENGER EQUIPMENT FOR THE LONDON & NORTHWESTERN RAILWAY.

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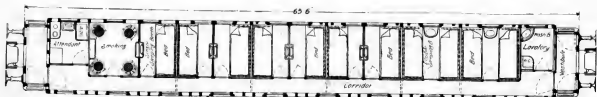
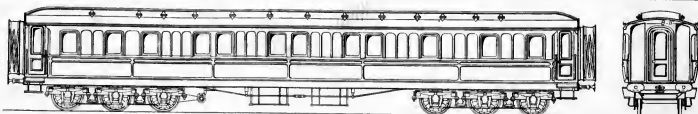
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The buffers are elliptical, with arcs of 12 inches and

for the truss rods and are supported by strong angles 8 by 4 inches from the longitudinals.

Both the center and the side sills are trussed, the former with $1\frac{3}{4}$ -inch rods and the latter with $1\frac{1}{2}$ -inch rods. All the truss rods have adjusting screws in the middle and the struts at the outer end are also adjustable. Their ends are flattened, carried over both bolsters and hooked on the flanges of the outer ones and secured by rivets. The depth of the center of the truss rods from the top of the frame is $24\frac{1}{2}$ inches.

The underframe is divided into seven bays and each



LONDON & NORTHWESTERN RAILWAY—SLEEPING CAR, WITH STEEL UNDERFRAMES AND SIX-WHEEL TRUCKS.

THE RAILWAY AGE

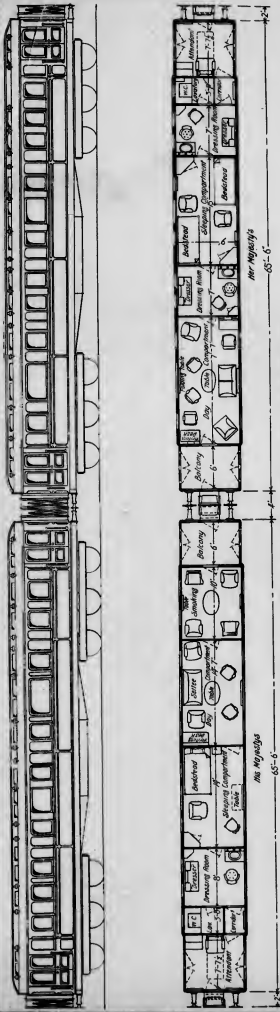
22 inches, and in order to prevent them working and twisting out of position broad keys are put through the steel buffer guides, and the stems or rod of the buffers.

The buffing strains are taken on short lengths of channel 10 by 4 by $\frac{3}{4}$ inches put in between the diagonals (channels $9\frac{1}{4}$ by $3\frac{1}{2}$ by $\frac{3}{4}$ inches) and the side sills are supported by strong knees 7 by 1 inches on each side, the rivets being 1 inch in diameter. The end sills are channels of the same section as the side sills, viz., 10 by 4 by $\frac{3}{4}$ inches.

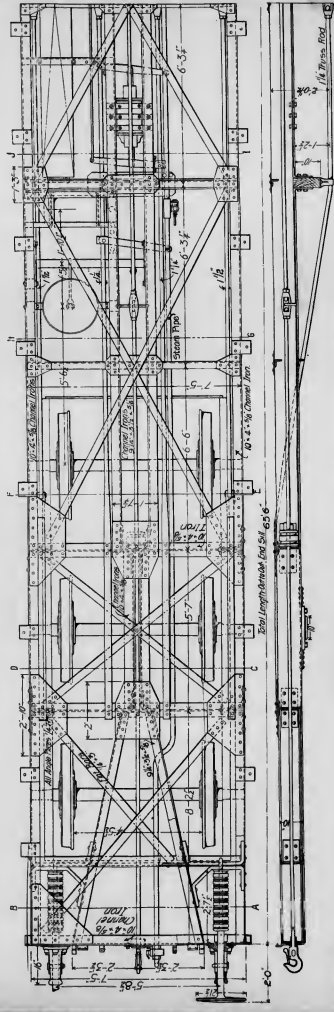
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The overhang of the body is carried on a series of shouldered brackets, riveted to the top flange of the underframe, which supports india rubber hocks, as shown in elevation.



LONDON & NORTHWESTERN RAILWAY—ROYAL SALOON CARS—PLAN AND ELEVATION.



LONDON & NORTHWESTERN RAILWAY—ROYAL SALOON CARS WITH STEEL UNDERFRAMES.

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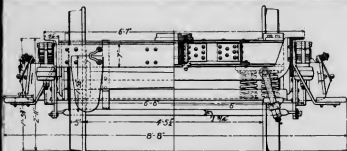
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May 20, 1904.

The india rubber packing is continuous on the top of the underframe and everything possible has been done to secure the easy and comfortable riding of the vehicles. The rubber insulation and method of attaching the English car body to the underframe are illustrated in the small engravings. For the long cars the rubber strips are continuous $\frac{3}{4}$ inch thick and $3\frac{1}{2}$ inches wide, laid on $\frac{3}{8}$ by $3\frac{1}{2}$ inch wood packing. The bolts are $\frac{3}{8}$ inch.

Six-Wheel Trucks.

The trucks for 65-foot 6-inch underframes, as used under the royal saloons, dining and sleeping saloon carriages, are



LONDON & NORTHWESTERN RAILWAY—SIX-WHEEL TRUCKS—END VIEW.

of the 6-wheel type, with 5-foot 9-inch centers, or wheel base 11-foot 6-inch.

The framing is of steel, 16 feet $4\frac{3}{4}$ inches long by 6 feet 7 inches wide over all and 8 feet 8 inches over step-board. The wheel pieces are angle steel 12 by $4\frac{1}{2}$ by $\frac{3}{8}$ inches and the end plates 7 by $\frac{3}{4}$ inches flat steel. The suspension links are hung from channel steels $7\frac{1}{2}$ by $3\frac{3}{4}$ by $\frac{3}{8}$ inches, and bars 4 by $\frac{3}{8}$ inches set down to give clearance for the bolsters and bossed to carry the link pins. The bolster is of the "H" pattern, the center member be-

frame is suspended from them through india rubber springs, which are encased in cast iron shields made in two halves.

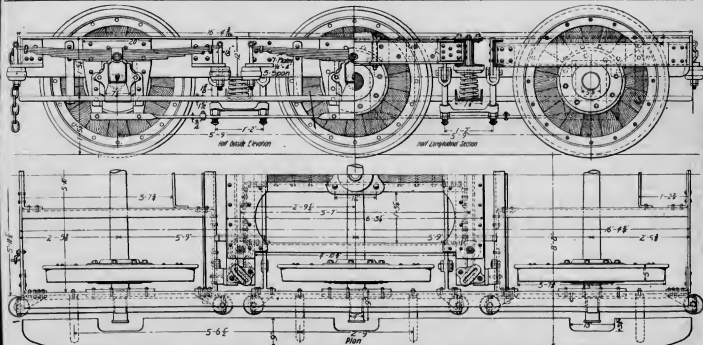
There are eight spiral steel bolster springs, two at each corner, one bearing spring carrying 4,700 pounds and the inside relief spring carrying 2,464 pounds at 8 inches range. These again are carried in steel channel troughs $7\frac{1}{2}$ by $3\frac{3}{4}$ by $\frac{3}{8}$ inches, suspended by $1\frac{1}{2}$ -inch diameter U links, supporting casting and knife edge fulcrum bars.

The axle guards and side bearing spring brackets are made of wrought iron and riveted to the side framing with $\frac{3}{8}$ -inch rivets. The guards are braced together lengthwise and transversely with flat bars, which stiffen the structure. The axle boxes, which are made of cast iron having movable fronts for oiling and inspection, have guards $4\frac{1}{2}$ inches wide with side clearance of $\frac{1}{2}$ inch, one each side of the axle guard horn block guides.

The wheels are the standard Mansell type, 43 inches diameter on tread when new, with axles of 5 feet 6 inches centers and 9 by 4 inch journals running in oil with brass bearings lined with white metal. Four of the wheels only are braked, with cast iron blocks hung with brakebeams and links from the frame. The automatic vacuum or Westinghouse brakes are hung from the underframe of the carriage. The weight of this truck is 16,000 pounds.

Royal Saloon Cars.

The two royal cars are of the same dimensions and are, when coupled together, connected by a central gangway. The outside dimensions are 65 feet 6 inches long, 9 feet wide at the waist, 10 feet $7\frac{1}{2}$ inches high from rail to cornice and 12 feet $7\frac{1}{2}$ inches high from rail to the top of roof. The sides turn in a little toward the cornice, in order to clear the loading gauge. The length of the buffers is the Northwestern standard, 2 feet, so that the total length over the buffers is 69 feet 6 inches. All these dimensions are the same as those of the dining and sleeping carriages



LONDON & NORTHWESTERN RAILWAY—SIX-WHEEL TRUCK FOR ROYAL TRAIN AND SLEEPING CARS.

ing of timber 9 by 7 inches sandwiched between steel channels 7 by $2\frac{3}{4}$ by $\frac{3}{8}$ inches, bolted up with $\frac{3}{8}$ -inch bolts and secured to the end members by strong brackets 7 by 7 by $\frac{3}{4}$ by $\frac{3}{8}$ inches. The end members consist of two channels back to back, held in place by the spring seats and a racking plate riveted on the flanges as shown. The side longitudinals of the bolster are steel channels 7 by $2\frac{3}{4}$ inches.

The bearing springs are 5 feet long and consist of seven

built for the London & Northwestern and West Coast services. The body framing is almost entirely of teak and does not differ materially in arrangement from the usual Wolverton methods.

The interior appointments are, as might be expected, of the most elegant and sumptuous description. A general view of the exterior of one car is shown in the engraving. The plan shows the interior arrangement of the saloons and also elevation and end view.

The inner ends of the saloons have large balconies, or vestibules, which are fitted with windows, so that they may be

used as observation compartments. These balconies are 6 feet long and have large double entrance doors of polished mahogany. The doors from them to the king's and queen's apartments, respectively, have richly carved mahogany cornices and polished fluted pilasters. The panels are also of very beautifully figured mahogany.

The windows in the end, as also several of the windows in the sides of the saloons, are made to drop, and are fitted with Mr. Park's patent hinged frame, which renders them perfectly draught and dust proof. The windows of the entrance doors are hinged so that they can be opened inward.

In the king's saloon the balcony leads to the smoking compartment, which is 10 feet long, and is upholstered with green leather. The paneling and furniture are of mahogany, the panels being of very fine "fiddle back" with ebony bands round them. The curtains and carpet are similar in tones



LONDON & NORTHWESTERN RAILWAY—ROYAL TRAIN—KING'S DRESSING ROOM.

of color, while the gilding of the fittings is unburnished, so as to keep the whole effect restful to the eye while at the same time producing a very pleasing and comfortable room. This compartment is provided with four easy chairs, with folding tables on either side, as well as a movable table of Indian satin wood with tulip wood inlay.

The king's day compartment is 14 feet 7 inches long. It is next to the smoking room and is furnished with easy chairs, a settee, a movable table and a writing table of satin wood inlaid with ivory. There is also a flap table lined with green leather hung from each side of the saloon. This room is also upholstered in green, but of a lighter shade than that adopted for the smoking room. It is decorated in the colonial style with white enamel.

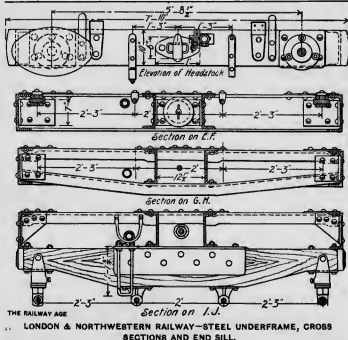
His majesty's bedroom, which is here illustrated, is 14 feet long and adjoins the day compartment, and beyond the bedroom is his dressing room, also shown in the smaller engraving. The bed is silver plated, as are the wash basin and other fittings in the dressing room. Both these rooms are furnished with white enamel and the upholstery is of a soft shade of dark green with a white pattern.

The queen's saloon is divided into the same number of rooms as the king's saloon, but they are, as shown by the plan drawing, somewhat differently arranged.

The principal room, or day compartment, well illustrated by our photograph engraving, opens directly off the entrance balcony. It is upholstered in blue, which is lightened in effect with light brocades, on which are delicate floral patterns in light shades of rose, blue and olive green.

Her majesty's sleeping compartment is 15 feet long. It is provided with a dressing room at each end and is furnished with two beds, in order to provide accommodation for H. R. H. Princess Victoria. The beds are silver plated and beautifully draped in soft pink. The furniture is of satinwood, finely inlaid with rosewood. All the rooms of the queen's saloon are decorated with white enamel.

Both saloons are lighted throughout with electricity, the current being generated by dynamo on the Stone system, driven from the axles. Electricity is also used for warming all the compartments of the saloons, except the entrance balconies, to which the "consolidated" system of steam heating is applied, ornamented brass radiators and valves being fitted. The "Gold" electric heaters have very fine adjust-



THE RAILWAY AGE
LONDON & NORTHWESTERN RAILWAY—STEEL UNDERFRAME, CROSS SECTIONS AND END SILL.

ments, so that the temperature of any of the rooms can be raised to any desired degree. Electric waving fans are also fitted and the switches controlling these are so arranged that the fans can be driven at four different speeds.

A feature of these saloons is the large size of the windows. The glazed frames can, as above stated, be partially lowered, if desired, and fine gauze dust-proof blinds inserted, so that the compartment can be kept cool and comfortable. All the windows are fitted with spring roller silk blinds and "taffeta" curtains.

All the rooms are provided with "torpedo" ventilators, which are fixed on to the sides of the deck roof. They are opened or closed by means of "hit and miss" shutters worked by ornamental handles, as seen in the illustrations.

The styles adopted for the decoration of the various rooms are shown in the illustrations. All the rooms, except the balconies and the king's smoking room, the sides and ceilings are finished with pure "blue" white enamels, such as are generally used for the cabins of yachts. All the window frames are of polished mahogany. All the electric lights are toned with silk shades, and in the king's rooms are yellow or brown outside, and in the queen's saloon they are pink. The carpets have a Saxony pile and are laid with an underfelt on cork matting. Those in the king's saloon are of an olive green color, with a darker colored pattern, while those in the queen's saloon are similar but the color is of a peacock blue.

used as observation compartments. These balconies are 6 feet long and have large double entrance doors of polished mahogany. The doors from them to the king's and queen's apartments, respectively, have richly carved mahogany cornices and polished fluted pilasters. The panels are also of very beautifully figured mahogany.

The windows in the end, as also several of the windows in the sides of the saloons, are made to drop, and are fitted with Mr. Park's patent hinged frame, which renders them perfectly draught and dust proof. The windows of the entrance doors are hinged so that they can be opened inward.

In the king's saloon the balcony leads to the smoking compartment, which is 10 feet long, and is upholstered with green leather. The paneling and furniture are of mahogany, the panels being of very fine "fiddle back" with ebony bands round them. The curtains and carpet are similar in tones



LONDON & NORTHWESTERN RAILWAY—ROYAL TRAIN—KING'S DRESSING ROOM.

of color, while the gilding of the fittings is unburnished, so as to keep the whole effect restful to the eye while at the same time producing a very pleasing and comfortable room. This compartment is provided with four easy chairs, with folding tables on either side, as well as a movable table of Indian satin wood with tulip wood inlay.

The king's day compartment is 14 feet 7 inches long. It is next to the smoking room and is furnished with easy chairs, a settee, a movable table and a writing table of satin wood inlaid with ivory. There is also a flap table lined with green leather hung from each side of the saloon. This room is also upholstered in green, but of a lighter shade than that adopted for the smoking room. It is decorated in the colonial style with white enamel.

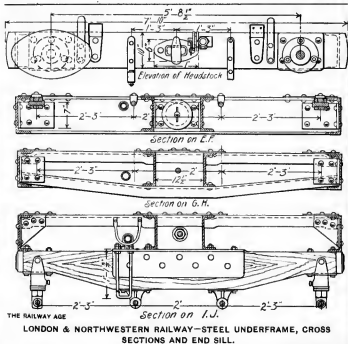
His majesty's bedroom, which is here illustrated, is 14 feet long and adjoins the day compartment, and beyond the bedroom is his dressing room, also shown in the smaller engraving. The bed is silver plated, as are the wash basin and other fittings in the dressing room. Both these rooms are furnished with white enamel and the upholstery is of a soft shade of dark green with a white pattern.

The queen's saloon is divided into the same number of rooms as the king's saloon, but they are, as shown by the plan drawing, somewhat differently arranged.

The principal room, or day compartment, well illustrated by our photograph engraving, opens directly off the entrance balcony. It is upholstered in blue, which is lightened in effect with light brocades, on which are delicate floral patterns in light shades of rose, blue and olive green.

Her majesty's sleeping compartment is 15 feet long. It is provided with a dressing room at each end and is furnished with two beds, in order to provide accommodation for H. R. H. Princess Victoria. The beds are silver plated and beautifully draped in soft pink. The furniture is of satinwood, finely inlaid with rosewood. All the rooms of the queen's saloon are decorated with white enamel.

Both saloons are lighted throughout with electricity, the current being generated by dynamos on the Stone system, driven from the axles. Electricity is also used for warming all the compartments of the saloons, except the entrance balconies, to which the "consolidated" system of steam heating is applied, ornamented brass radiators and valves being fitted. The "Gold" electric heaters have very fine adjust-



THE RAILWAY AGE
LONDON & NORTHWESTERN RAILWAY—STEEL UNDERFRAME, CROSS SECTIONS AND END SILL.

ments, so that the temperature of any of the rooms can be raised to any desired degree. Electric waving fans are also fitted and the switches controlling these are so arranged that the fans can be driven at four different speeds.

A feature of these saloons is the large size of the windows. The glazed frames can, as above stated, be partially lowered, if desired, and fine gauze dust-proof blinds inserted, so that the compartment can be kept cool and comfortable. All the windows are fitted with spring roller silk blinds and "taffeta" curtains.

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Ser. 07 Vol. 2

Page 50

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THE RAILWAY AGE

May 20, 1904.



LONDON & NORTHWESTERN RAILWAY—ROYAL TRAIN—KING'S SLEEPING COMPARTMENT.



Ser. 07 Vol. 2

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THE RAILWAY AGE

May 20, 1904.



LONDON & NORTHWESTERN RAILWAY—ROYAL TRAIN—KING'S SLEEPING COMPARTMENT.



New Passenger Cars for the Frisco.

A new idea in interior arrangement for passenger cars has recently been incorporated in some chair cars built for the St. Louis & San Francisco Car & Foundry Co. at their
 These cars, as can be seen in illustrations, are of the conventional interior is fitted with ordinary manner and the several separate compartments, four persons and the rest. These compartments are furnished with chairs and tables and are fitted with sliding doors to give privacy for business or for any other reason. The opening from each compartment is as well as two oval-latticed.



Fig. 3—Exterior View of New Cars, St. L. & S. F. R. R.

The whole car is finished in well-worked marquetry work and presents a very rich appearance. The full empire with leaded glass and the ceiling is painted a light color and decorated with gold figures. The lighting is both by day and night.

The windows are very large and high, being 4 ft. 3 in. wide and separated by very narrow piers, making nearly the whole body

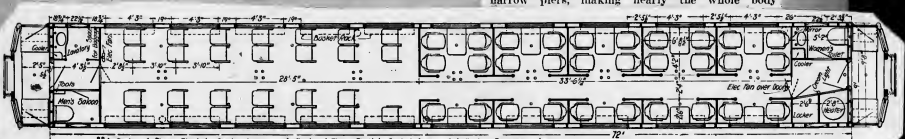


Fig. 4—Floor Plan of New Cars, St. L. & S. F. R. R.

channel bar brake beam; McKee-Fuller 36-in. wheels.

The specialties in the body are: Long shank Janney train coupler; J. G. Lawler's patented channel bar steel platform; J. G. Lawler's platform trap doors; New York air brakes and signals; Gold duplex steam heat in connection with double coil



Fig. 1—View Showing Compartments in New Passenger Cars, St. L. & S. F. R. R.



Fig. 2—View Showing End of Car and Electric Fan in New Cars, St. L. & S. F. R. R.

Baker heater; O. M. Edwards window sash balances; Forsyth fixtures for window curtains; Consolidated system axle lighting; Forsyth automatic air and steam couplings.

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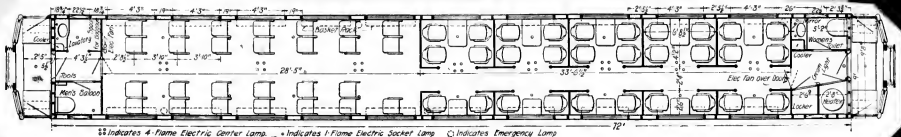


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are excellent. The windows are very large and high, being 1 ft. 3 in. wide and separated by very narrow piers, making nearly the whole body



11 Indicates 4 Flame Electric Center Lamp ... 12 Indicates 1 Flame Electric Socket Lamp ... 13 Indicates Emergency Lamp

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The specialties in the body are: Long shank Jimmy train coupler; J. G. Lawler's patented channel bar steel platform; J. G. Lawler's platform trap doors; New York air brakes and signals; Gold duplex steam heat in connection with double coil



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Fig. 3—Exterior View of New Car Stop-overs on World's

...for new work...
...ing, on the subject of
...though it is only a rep
...nized by many of our
...way to get the great
...vested is to pay good
...many companies seem
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...and other equipment,
...kind of a foreman. For
...house foreman is a ma
...than he was ten years
...generally recognized th
...man of considerable ex
...to a wide experience and
...and that such a man is
...minute to his abilities, the
...of terminal difficulties dis



...to maintain a dividend paying basis must put
...themselves in shape to earn it. To this end short-
...line loads may be effectively employed.

Certain influences difficult to specify or define are
...at work forcing quotations of many iron and steel
...products to a lower level. Under ordinary circum-
...stances these influences would become effective.
...As it is in view of powerful combinations which

...ing the proprietors
...ished.

Because of the free
...the Texas Railroad
...tion, it is always a
...reveling of that bod
...a recent resolution
...Colquitt prohibiting
...issue of free transp

A new idea in interior arrangement for passen-
...ger cars has recently been incorporated in some
...chair cars built for the St. Louis & San Francisco
...R. R. by the American Car & Foundry Co. at their
...Jeffersonville shops. These cars, as can be seen
...by the accompanying illustrations, are of the com-
...posite type. One-half of the interior is fitted with
...reclining chairs in the ordinary manner and the
...rest is divided into several separate compartments,
...part of which will seat four persons and the rest
...two persons each. These compartments are
...equipped with easy arm chairs and tables and are
...for the use of those who wish privacy for business
...discussion, correspondence or for any other reason.
...There is a large doorway opening from each com-
...partment into the aisle as well as two oval-in-
...ticed windows.

The interior of the whole car is finished in well-
...figured mahogany ornamented in marquetry work
...of Louis XV. style, and presents a very rich ap-
...pearance. The decks are full empire with leaded
...gothic deck lights, and the ceiling is painted a
...pea green and ornamented with gold figures. The
...arrangements for lighting both by day and night

are excellent. The windows are very large and
...high, being 4 ft. 3 in. wide and separated by
...narrow piers, making nearly the whole body
...above the belt rail of glass. The electrical fix-
...tures for illumination at night are of an artistic
...design and are well arranged, there being in addi-
...tion to the groups in the center a row of single
...bulbs along the side decks. There is also an elec-
...tric fan at each end of the car. The hat racks are
...large and of a very neat design. The general
...dimensions and special equipment are as follows:
...Length over end sills.....72 ft.
...Width over side sills.....9 ft. 8 ins.
...Height from top of sill to bottom of plate.....
.....6 ft. 8 1/2 ins.

Cars equipped with A. C. & F. Co.'s standard
...six-wheel trucks; collarless axles; J. G. Lawler's
...channel bar brake beam; McKee-Fuller 36-in.
...wheels.

The specialties in the body are: Long shank
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Record MAY 24 1904

Railway Exhibits at the Exposition.

The railway exhibits at the St. Louis exposition have been prepared and collected with a view not only of showing present methods of manufacturing and selling transportation but also of contrasting them with the methods of past periods of development. They have been prepared, too, in a manner that will give fair comparisons between the transportation methods and facilities of various countries. The London and Northwestern Railway is showing models of Queen Adelaide's coach and of King Edward's private coach, which indicate the advance in car construction made in England during the past sixty-two years, or from the time of the passing of the stage coach.

A similar comparison is presented by the Baltimore and Ohio and the Pullman companies' exhibits. In the former practically the first engines and cars used in this country are shown, while the latter exhibit gives the latest, most perfect and most artistic examples of the car builder's art. Contrast the crude locomotives of past periods with the dozen examples of modern steam engines which will be tested for speed and general performance by the wonderful testing plant which the Pennsylvania has spent many thousands of dollars to install and operate, and the visitor will have a comprehensive lesson in the development of steam-driven transportation problem of the country.

A valuable lesson can also be learned from an examination of the models of English and American freight cars, showing how the countries in the latter are distributed at great railway terminals and delivered to connecting lines solely by the force of gravitation. This method marks a step in the facilitation of interstate commerce. Much criticism has been passed upon American railways for alleged unsafe operation of trains when compared with alleged safer methods in vogue in England. At St. Louis can be seen the English and the American methods of operation, their differences in roadbed and track, in equipment and signal systems and in general conditions. Perhaps the greatest lesson to be learned from the American exhibit is how the railroads have kept in advance of civilization and the country's development, and how they have kept pace with the increasing demands for comfort and speed.

No less amazing is the progress of the electric railway, which is clearly illustrated. Each step from the slow horse car to the third-rail system, with its demonstrated speed capacity of 120 miles an hour, is shown in an interesting manner. The lesson of transportation in this country is the lesson of commercial and industrial growth, and it can be pleasantly acquired in the palace of transportation.

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ILLINOIS CENTRAL HIT.

Alderman Bihl attempted to solve the Riverside discontent by introducing an ordinance vacating One Hundred and Twenty-seventh and One Hundred and Thirtieth streets and Indiana avenue unless the Illinois Central Railroad Company at these points consented to pave a street fifty feet wide. The ordinance was sent to the committee on streets and alleys, which the company is said to be willing to make a street to suit the property owners.

Evening Post

MAY 24 1904

MELLEN GIVES CAUSES.

President Melton of the New York, New Haven and Hartford Railroad today gave out a statement concerning the strike. Mr. Melton says: "The only trouble between the company and its employes in New York was over the discharge of an employe of the Fall River Line pier who had promised to join the union, but afterward refused to do so. No knowledge of the situation was possessed by the company's officials until a charge was made for this man's discharge. No reason was given for the discharge other than his not being a member of the union. The man was competent, of good character and had a record of faithful service of several years. This demand was therefore refused."

President Melton declares there is no objection to unions on the part of the management, and says the only objection to dealing with the particular men composing the unions to which these strikers belong is that they have shown disregard for their honor and inability to control either themselves or the members. He fully expects the strike to extend to other cities, but says the company is ready for the emergency when it arrives.

Chronicle MAY 24 1904

The Southern Pacific will resume the operation of which it had shared with the Rock Island, of which it had shared with the Rock Island. The fact is that the Rock Island and the Southern Pacific lines. Later they will be operated jointly by the two roads if the state authorities will permit. The matter had not been decided by the state railroad commission. There has never been any thought of abandoning the deal by which the Rock Island obtained a half interest in the Texas lines from the Southern Pacific.

Inter Ocean MAY 27 1904

IMPROVEMENTS IN SLEEPERS.

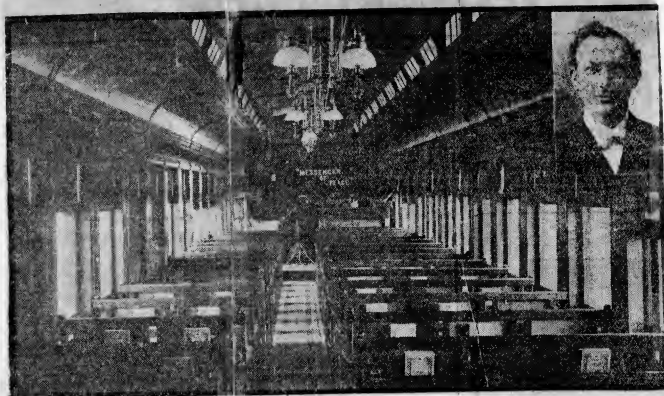
Lake Shore Road Gets First of New Cars from Pullman Company. The "twentieth century limited" train of the Lake Shore & Michigan Southern railroad included the first of a series of sleeping cars specially constructed by the Pullman company embodying many improvements. The most prominent changes are the reduction of space of upper berths, the changing of seats so as to give storage room for satchels and packages, and the enlargement of the dressing-rooms, of the finish. The Pullman company planned these cars for exhibition at the St. Louis fair as the best specimen of car construction in the United States. With its usual enterprise, the Lake Shore railroad, as soon as it learned of the novel and attractive features of the new cars, contracted for enough of them to equip the "Twentieth Century limited" and "Lake Shore limited" trains. The new cars will be put in service as fast as they are completed by the Pullman company.

From a hygienic standpoint the new sleeping cars are a great improvement over former ones. The manner in which the upper berths fold up increases the area of the car to a marked extent. An idea is being adhered to in finishing and furnishing the cars was to eliminate everything which might collect dirt or germs.

St. Louis Glob. Dem.

MAY 26 1904

COUPLE WEDS IN CHAPEL CAR AT FAIR.



REV. J. P. JACOBS AND INTERIOR OF BAPTIST CHAPEL CAR. Where the first American wedding took place on the Exposition grounds.

The first American wedding performed on the World's Fair grounds took place at 2:30 o'clock yesterday afternoon, when George Fleischman and Miss Edie Harless, both members of the Tower Grove Baptist church, were married by Rev. Joe E. Jacobs in the Baptist chapel car "Massenger of Peace" located near the western entrance to the Transportation building. Through the wedding service took scarcely ten minutes and was viewed by less than a score of people. It is considered the most solemn ever performed under the auspices of an orthodox church.

The chapel car was not decorated for the occasion, and the hundreds of sightseers

who thronged the adjacent aisles of the Transportation building were not aware that a wedding was in progress. The young couple entered the car from the office apartment and to the Architectural Building match played on an organ by a young lady recruited from the American audience, and in white and carried a bouquet of orange blossoms. A party of friends and relatives, including the mother of the young lady, followed with the bridegroom in the rear of the bridal party.

The ceremony was brief. At its conclusion Rev. Jacobs presented the bride with a wedding Bible, and the spectators passed

before the young couple to tender their congratulations. The entire party was then escorted through the train of Pullman cars which form a part of the transportation exhibit, and in a compartment especially assigned to them by a representative of the Pullman company the newly married couple had a brief reception.

Mr. Fleischman, the bridegroom, is 25 years of age and is an employe of the Ladies' Social work company. The bride is 23 years of age and is prominent among the young members of the congregation of the Tower Grove Baptist church. After a short bridal tour through the East the young couple will make their home in St. Louis.

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A valuable lesson can also be learned from an examination of the models of English and American freight yards, showing how the companies of the countries is distributed at great railway terminals and delivered to connecting lines solely by the power of gravitation. This is a new method made a big step in the facilitation of interstate commerce. Much criticism has been passed upon American railways for alleged unsafe operation of trains when compared with alleged safer methods in vogue in England. At St. Louis can be seen the English and the American methods of operation, their differences in roadbed and track, in equipment and signal systems and in general conditions. Perhaps the greatest lesson to be learned from the American exhibit is how the railroads have kept in advance of civilization and the country's development, and how they have kept pace with the increasing demands for comfort and speed.

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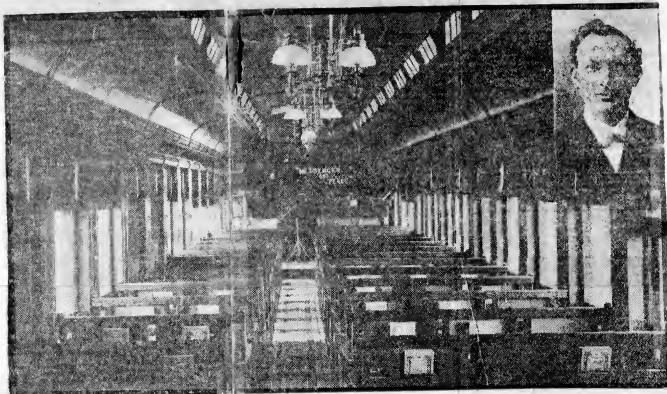
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The chapel car was not decorated for the occasion, and the hundreds of guests who

thronged the adjacent aisle of the Transportation building were not aware that a wedding was in progress. The young couple entered the car from the office opposite and to the Alford building. The wedding ceremony was performed by a young lady seated in the aisle. The bride was dressed in white and carried a bouquet of orange blossoms. A party of friends and relatives, including the mother of the young lady, followed with the bridegroom in the rear of the bridal party.

The ceremony was brief. At its conclusion Rev. Jacobs presented the bride with a handsome Bible and the officiator presented

the young couple to tender their congratulations. The entire party was then conveyed through the train of Pullman cars which form a part of the transportation building and in 1/2 compartment assigned to them by a representative of the Pullman company the newly married couple held a brief reception.

Mr. Johnson, the bridegroom, is 25 years of age and is an employe of the Ludlow & Co. wire company. The bride is 23 years of age and is prominent among the young members of the congregation of the Tower Grove Baptist church. After a short bride-trail through the fair the young couple will settle their home in St. Louis.

Envelope Foldout Insert

THE PULLMAN EXHIBIT AT SAINT LOUIS.

Two trains of five cars each compose the Pullman Company's exhibit at Saint Louis. The first is a complete limited train consisting of buffet, baggage and smoking car, dining, sleeping, parlor and observation compartment car. The second consists of passenger coach, chair car, cafe, smoking car, tourist sleeper and a private car.

The cars are all built to Pullman standard in every respect. The framing is solidly filled with continuous blocking, channel iron truss planks are used, side and end sills are plated with iron, and all are equipped with steel platforms, wide vestibules and anti-telescoping device. The double diagonal wood floor is covered half an inch thick with mono-



PULLMAN EXHIBIT AT ST. LOUIS—PARLOR CAR.

lith, a cement compound which gives a smooth, hard and non-absorbent surface, easily cleaned and more sanitary than the usual wood floor; over it, of course, the standard wilton carpet is laid.

Rubber tiling covers the vestibule platforms and floors of toilet rooms, and in all except the coach, chair and tourist cars the saloon walls are covered with enameled tile wainscoting. The washstands are of polished white metal. Water, both hot and cold, is supplied under air pressure. All the cars are equipped for lighting by either gas or electricity, and for heating by hot water circulation.

The exterior color is Pullman standard dark olive green, with plain striping. Small cathedral windows of leaded art glass constitute a special feature of the appearance of the train. Throughout it has been the endeavor in designing the interior to avoid the use of moldings or carvings, except as might be necessary in following the several styles of design used; also to depart, as far as consistent with utility, from the conventional car and obtain a room effect. The lamps are especially worthy of note, their design and location being a radical departure from anything heretofore attempted in construction.

In naming and numbering the cars, selections have been made appropriate to the event celebrated by the exposition. The three cars illustrated herewith are the composite bag-

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The exterior color is Pullman standard dark olive green, with plain striping. Small cathedral windows of leaded art glass constitute a special feature of the appearance of the train. Throughout it has been the endeavor in designing the interior to avoid the use of moldings or carvings, except as might be necessary in following the several styles of design used; also to depart, as far as consistent with utility, from the conventional car and obtain a room effect. The lamps are especially worthy of note, their design and location being a radical departure from anything heretofore attempted in car construction.

In naming and numbering the cars, selections have been made appropriate to the event celebrated by the exposition. The three cars illustrated herewith are the composite bag-

sage and smoking car, "Jefferson," dining car, "Monroe" and parlor car, "Napoleon." The first includes a smoking compartment, containing 12 large leather-upholstered chairs and a corner lounge in an alcove. Adjoining the smoking room is a buffet, a barber shop with white-tiled bath room annex, and a room seating 10 persons, and beyond this is the baggage room. The design used in this car is a simplified treatment of the German "modern style," adapted to the structural outlines of the car. The wood used in the finish is koko, a beautifully figured wood of dark brown. The detail is worked out with softly modeled moldings and flat carving, with light, graceful lines and conventional flower of marquetry in colors that further enhance the beauty of the wood. The color scheme of ceiling is a quiet olive, enriched with flowing lines of a darker color. The carpets and upholstery are in the same tones. The deck, sash and window transoms are glazed with leaded glass in browns and olive greens. A striking feature

placed at the piers along the sides of the car, and a small candelabrum over each of the ten tables. Art glass is used in all lamps, and in the window sash of the upper deck. The metal trimmings are all specially designed, and finished in dull black.

The parlor car, "Napoleon," is finished in dark vermilion wood, ornamented with marquetry design of flowers and a sparing amount of carving in the colonial style; the car presents a luxurious appearance, and the color scheme used in the tapestry coverings of chairs, the ceiling, carpets and draperies, is harmonious. The colorings of the leaded glass sash are particularly fine. Lamps of special design, finished in lemon brass, with colonial cut glass globes, are placed in the ceiling and miniature lamps of the same pattern along the deck beams. The drawing room is finished in satin wood enriched with delicately colored roses in marquetry. This room contains a luxurious davenport and two easy chairs,



PULLMAN EXHIBIT AT ST. LOUIS—DINING CAR.



PULLMAN EXHIBIT AT ST. LOUIS—CAFE SMOKING ROOM.

of the decorative effect is the novel treatment of the lamps which are modeled in the same quaint outlines as used in all the details, and are finished in old gold metal. Cracked glass is used for the globes, giving a soft, subdued light; the usual ceiling lamps are dispensed with entirely.

The interior of the dining car, "Monroe," is of beautiful design in the Flemish style. The wood work, which is richly carved according to this style, is of fine-grained oak, stained Antwerp brown and finished dull in wax. The wainscoting is carried up to the lower deck, which is squared up, as is also the upper deck, giving a roomy effect. The panels between the ceiling beams are of a deep orange color, enriched with band ornament in relief. The door and window openings are framed in with finely carved pilasters terminating in beams at ceiling. The side windows of clear glass, leaded in a quaint design, are set higher from the floor than is customary, but not enough to interfere with the view of passengers when seated. Niches are provided under each window for condiment bottles, etc. The tables are rounded, and each has two roomy chairs handsomely carved, and with seats and backs upholstered in Spanish leather. In this car, also, a radical departure from the conventional has been made in the lamps. Besides those in the ceiling, lamps of antique design are

covered with a handsome old rose tapestry; the rug carpet is of the same shades. The women's toilet apartment is finished in satin wood, and the men's toilet room in Moro wood; both these rooms have the walls and floors of annex finished in white tiling.

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WILL AFFECT PULLMAN RATES

Armour Case to Decide Whether Company Is Absolute as to Charges

The question whether the interstate commerce commission has jurisdiction of private car companies will be settled when the courts pass on the answer given by Armour & Co., claiming that the commission has no right to interfere with its fruit rates, because the firm owns its own cars, and that these do not come under the provisions of the late state commerce act.

This question when decided will also affect the Pullman company, which has been enabled to charge what rates it pleased because the point involved has never been passed on by the courts.

Ironies MAY 28 1904

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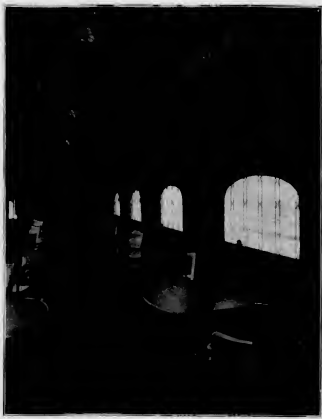
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Dining Car "Monroe."

The interior of this car is of a striking design in the "Flemish Style." The wood work, which is richly carved according to this style, is of fine grained oak, stained "Antwerp Brown" and fin-



Interior of Smoking Car—Exhibit of Pullman Co., at St. Louis.



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end sills plated with iron, steel platforms, wide vestibules and anti-telescoping device. The double diagonal wood floor is covered half an inch thick with "monolith," a cement compound which gives a smooth, hard and non-absorbent surface, easily cleaned and more sanitary than the usual wood floor; over it, the standard wilton carpet is laid.

Rubber tiling covers the vestibule platforms and floors of toilet rooms, and in all except the coach, chair and tourist cars, the saloon walls are covered with enameled tile wainscoting. The wash stands are of polished white metal. Water, both hot and cold, is supplied under air pressure. All the cars are equipped for lighting by either gas or electricity, and for heating by hot water circulation.

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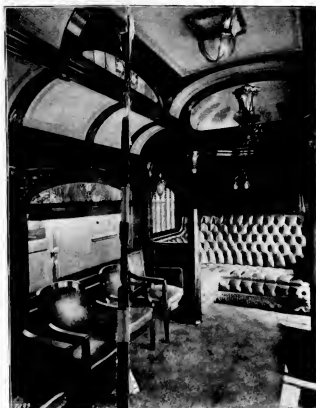
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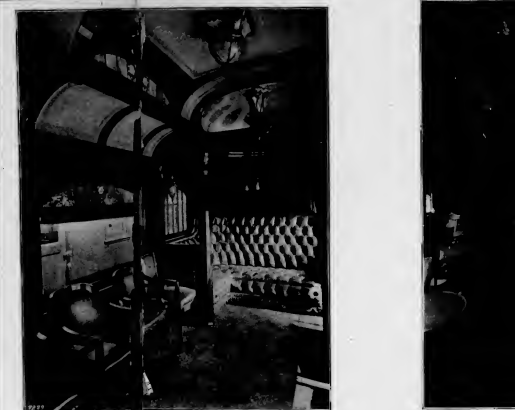
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Rubber tiling covers the vestibule platforms and floors of toilet rooms, and in all except the coach, chair and tourist cars, the saloon walls are covered with enameled tile wainscoting. The wash stands are of polished wood, with hot and cold water, both hot and cold, is supplied under air pressure. All the cars are equipped for lighting by either gas or electricity, and for heating by hot water circulation.

The exterior color is Pullman standard dark olive green, with plain striping. Small octagonal windows of leaded art glass constitute a special feature of the appearance of the train.

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A description of each individual car is as follows:

Composite Baggage and Smoking Car "Jefferson"
Consists of smoking compartment, containing twelve large leather-upholstered chairs and a corner lounge in an alcove. Adjoining the smoking room is a buffet, a barber shop with white-tiled bath room annex, and a room seating ten persons, and beyond this is the baggage room. The design used in this car is a simplified treatment of the German "Modern Style," adapted to the structural outlines of the car. The wood used in the finish

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Sleeping Car "Livingston."

This car contains twelve Pullman sections, a drawing room and a state room en suite, with white tiled annex, and commodious toilet rooms. The body of the car is finished in light vermillion wood, rubbed to a dull finish, and embellished with light marquetry treatment in the "L'art Nouveau" style. The ceiling is very simple in design, and of a soft shade of olive, with strap work laid in with ivory color. Tompin, a new finely figured wood, delicately inlaid, is used in the drawing and state rooms; Moro, another new wood of peculiar grain, in the men's lavatory, and the women's lavatory is finished in satin wood. Lamps and trimmings are of old gold metal. A special feature is an electric reading lamp, two of which are provided in each section; the lamp casings when closed are flush with the side of the car, and automatically light the lamp when opened. Tapestry seat and

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Interior of Smoking Car—Exhibit

—Buffet-Baggage and Smoking Pullman Co., at St. Louis.

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Rubber tiling covers the vestibule platforms and floors of toilet rooms, and in all except the coach, chair and tourist cars, the saloon walls are covered with enameled tile wainscoting. The wash stands are of polished metal. Water, both hot and cold, is supplied under air pressure. All the cars are equipped for lighting by either gas or electricity, and for heating by hot water circulation.

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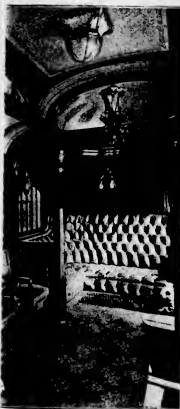
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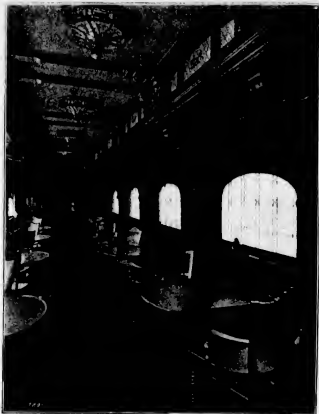
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Consists of smoking compartment, containing twelve large leather-upholstered chairs and a corner lounge in an alcove. Adjoining the smoking room is a buffet, a barber shop with white-tiled bath room annex, and a room seating ten persons, and beyond this is the baggage room. The design used in this car is a simplified treatment of the German "Modern Style," adapted to the structural outlines of the car. The wood used in the finish

ished dull in wax. The wainscoting is carried up to the lower deck, which is squared up, as is also the upper deck, giving a roomy effect. The panels between the ceiling beams are of a deep orange color, flatted and enriched with band or ornament in relief. The door and window openings are framed in finely carved pilasters terminating in beams at ceiling. The side windows of clear glass, loaded in a quaint design, are set higher from the floor than is customary, but not enough to interfere with the view of passengers when seated. Niches are provided under each window for condiment bottles, etc. The tables are rounded, and each has two roomy chairs handsomely carved, and with seats and backs upholstered in Spanish leather. In this car, also, a radical departure from the conventional has been made in the lamps. Besides those in the ceiling, humps of an antique design are placed at the piers along the sides of the car, and a small candelabrum over each of the ten tables. Art glass is used in all lamps, and in the window sash of the upper deck. The metal trimmings are all specially designed and finished in dull black.

Sleeping Car "Livingston."

This car contains twelve Pullman sections, a drawing room and a state room en suite, with white tiled annex, and commodious toilet rooms. The body of the car is finished in light vermilion wood, polished to a dull finish, and embellished with light marquetry treatment in the "Le Art Nouveau" style. The ceiling is very simple in design, and of a soft shade of olive, with strap work laid in with ivory color. Tonnain, a new finely figured wood, delicately hued, is used in the drawing and state rooms; Moro, another new wood of peculiar grain, in the men's lavatory, and the women's lavatory is finished in satin wood. Lamps and trimmings are of oil gold metal. A special feature is an electric reading lamp, two of which are provided in each section; the lamp casings when closed are flush with the side of the car, and automatically light the lamp when opened. Tapestry seat and

May 28, 1904.

THE RAILWAY AND ENGINEERING REVIEW



Interior of Sleeping Car, Showing New Design of Berth Lights—Exhibit of the Pullman Co., at St. Louis.



Interior of Parlor Car—Exhibit of the Pullman Co., at St. Louis.

back coverings are used in the sections, and silk tapestry in the drawing and state rooms.

Parlor Car "Napoleon"

Is finished in dark vermillion wood ornamented with marquetry design of flowers and a soaring amount of carving in the "Colonial" style; the car presents a most luxurious appearance, and the color scheme used in the tapestry coverings of chairs, the ceiling, carpets and draperies, is very harmonious. The colorings of the leaded deck sash in this car are particularly fine. Lamps of special design, finished in lemon brass, with "Colonial" cut glass globes, are placed in the ceiling, and miniature lamps of same design pattern along the deck beams. The drawing room is finished in satin wood enriched with delicately colored roses in marquetry. This room contains a Davenport and two easy chairs, covered with a handsome old rose tapestry; the rug carpet is of the same delicate shades. The women's toilet apartment is finished in satin wood, and the men's toilet room in Moro wood; both these rooms have the walls and floors of annex finished in white tiling.

Compartment Observation Car "Louisiana"

Contains six communicating state rooms, each complete with toilet appliances, and finished, respectively, in tonquin, light vermillion, koko, St. Jago mahogany, English oak and dark vermillion, and an observation room finished in light ver-

million. The woods for these various rooms have been specially selected for beauty of figure and color, each room having its individual color scheme that blends with the various woods, and designed in the "modern style." The ornamentation and details are worked out in refined lines and flowers of inlay. There are no ceiling lamps in this car; in the state rooms artistically designed lamps are placed in the bulkheads over each door opening, with shades of opal glass, affording ample light. In the observation room a novel lighting effect is obtained by clusters of electric lights that represent flowers budding out of a stem entwined with leaves; these lamps are located in the wainscoting in this room the wood finish terminates about eighteen inches from the lower deck ceiling, and the finish is continued in burlap artistically decorated in stencil ornament. The lower deck is flat, instead of rounded, and it and the main ceiling are colored in odd ivory. A special and attractive feature of this car is the "office"—an open compartment separated from the observation room by an open screen; this room contains a writing table, book case, typewriting outfit, etc. The large observation platform is recessed into the end of the car, and gives a clear space of 52 1/2 ft.; it has a handsomely decorated dome, a rubber tile floor, and is provided with brass railings and gates.

Passenger Coach "1803."

This car measures, 71 ft. in length, exclusive of

platforms. The interior is finished throughout in African mahogany, decorated with marquetry designs. Leaded art glass is used in deck and window transoms. Thirty-six Scurritt reversible seats upholstered in green plush, will accommodate 72 passengers. Latest design ceiling lamps are used. An entirely new feature is a swinging partition at each end of car, which is swung toward the side of the car when passengers are being received or discharged; when returned to its former position, it screens from view the entrance to the lavatories, and cuts off drafts from the end doors.

Chair Car "1903."

This is also 71 ft. in length over sills. It is finished in Cuban mahogany, and is of similar design to the passenger coach. The car is equipped with 72 Richards reclining chairs, upholstered in figured green plush. It is also provided with swinging partitions at each end, like those in the coach.

Cafe Smoking Car "Centennial."

The cafe car is a comparatively recent innovation in railway service, being a compromise between the regular dining car and the buffet car. This car contains a dining room 26 ft. in length, having six tables; the usual pantry, kitchen and buffet, and a smoking room 21 ft. in length. The dining room is in English oak. The square-beamed oak ceiling, and wainscoted and burlaped side finish give a remarkable spacious and house-like ef-



Observation-Compartment Car; Interior of Observation End—Exhibit of the Pullman Co., at St. Louis.



Dining Room in Cafe-Smoking Car—Exhibit of the Pullman Co., at St. Louis.

May 28, 1904.

THE RAILWAY AND ENGINEERING REVIEW



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Passenger Coach "1892."

This car measures, 71 ft. in length, exclusive of

platforms. The interior is finished throughout in African mahogany, decorated with marquetry designs. Leaded art glass is used in deck and window transoms. Thirty-six Scarritt reversible seats upholstered in green plush, will accommodate 72 passengers. Latest design ceiling lamps are used. An entirely new feature is a swinging partition at each end of car, which is swung toward the side of the car when passengers are being received or discharged; when returned to its former position, it screens from view the entrance to the lavatories, and cuts off drafts from the end doors.

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56

By Review.

MAY 28 1904

No Sleeping or Dining Cars on Electric Lines.

We are informed that a statement which we recently published, to the effect that a sleeping car service had been inaugurated on an electric line between Indianapolis and Columbus, and a dining car service between Cleveland and Toledo, is incorrect. As a matter of fact two trolley sleeping cars were built for the Indianapolis-Columbus line, but have not yet been put into operation. One of the two cars built for this service was badly damaged by fire recently and has not yet been repaired. There is also some obstacle in the shape of a low bridge or other structure within clearance limits which prevents running these cars at present. There is, as yet, nothing in the way of a dining car or cafe car service operated on any of the electric lines running into Toledo. The Cleveland and Toledo line has what is termed a "Limited" car leaving Toledo at 7 a. m., 11 a. m. and 8 p. m., making the run to Cleveland in 4½ hours, with eleven stops. But nothing in the way of eatables is served. There has been a report regarding a sleeping car line to be established between Detroit and Cleveland, on the Shore line from Detroit to Toledo and the General Electric line from Toledo to Cleveland. The officials say that there is some prospect of such a venture after the Shore line is completed between DeRay and Detroit, which will be some time later in the summer.

American

MAY 31 1904

From Toboggan to Pullman Car.

"If a \$2 a day wageworker had steady work for sixty-four years," says the editor of the Car Worker, "and never spent a cent of his earnings he would just be able to buy the \$40,000 private car owned by Mr. Schwab of the steel trust."

"This brings out one great difference between us and the red Indians—every Indian could have a toboggan, but only one out of a million among Americans can have private cars."

"Civilization has created some luxuries which are so expensive that it seems absurd to have them belong to one individual only. Every state might have a special palace car for great occasions, or the President might have one while he holds that office. But as long as thousands of honest men are counting the dimes, traveling from city to city in search of work, a \$40,000 private car is a dangerous luxury."

"One great difference between the trust and the trade union is that the trust stands for luxuries for the few, while the trade union stands for necessities and comforts for the many."

Travelers' & Shippers' Mail Guide MAY 30 1904

Electric Road to Indianapolis.

One of the most important enterprises yet undertaken in the way of electric railway building in Indiana has been put under way by the Chicago & Northern Indiana railroad a few days ago. Fine articles of incorporation in Indianapolis. It is the intention of this company to build an electric railway from Chicago to Indianapolis over a private right of way. The nominal capital stock named in the incorporation papers is \$25,000 but it is said that millions are back of the project. One of the promoters of the company says the road proposes to operate in competition with steam roads and that it will be equipped with standard passenger cars and Pullman sleepers.

Inter Decan.

JUN 1 1904

HOLD UP PULLMAN CASHIER.**Two Negro Robbers Get \$2,500 at Portland (Ore.) Station.**

PORTLAND, Ore., May 31.—A bold robbery was committed shortly after noon today by two negroes, who entered the office of the Pullman company at the Union station just as the cashier, W. H. Aurelius, was making up his cash. Drawing revolvers upon the unsuspecting cashier, the negroes demanded the money. Aurelius handed over about \$2,500.

The negroes backed out of the office door with their pistols still leveled on the cashier and then hastily disappeared.

By. Ag. MAY 1904

ALTON'S NEW KANSAS CITY LINE.

Announcement is made by the Chicago and Alton Railway of the early opening of the new St. Louis-Kansas City line, which will be 279 miles in length. The new cut-off is sixty-five miles long and has maximum grades of only 26 feet to the mile and maximum curvatures of only 1 per cent. The line is practically an air line, 92 per cent. of it being straight. There is one tangent eighteen miles and another fourteen miles, but thirty-two miles of this distance might properly be called straight track. The line is laid with 85-pound rails, has steel bridges, concrete culverts and is rock ballasted. The company, in connection with the Burlington, will run four passenger trains daily each way between Kansas City and St. Louis.

E. H. Harriman, President of the Union and Southern Pacific roads, has been elected a delegate to the Republican National Convention from the twentieth congressional district of New York.

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Examiner JUN - 3 1904



FRANK O. LOWDEN'S FAMILY.

Mrs. Florence Sanger Pullman Lowden, holding her baby, Francis O. Lowden, in her lap, is in the center of the group. To the left is Florence Lowden and to the right Harriet Sanger Lowden, her daughters. Back of his mother is George M. Pullman Lowden.

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NET EARNINGS OF ERIE ROAD.

Estimated They Will Be \$11,508,853, Besides "Other Income."

Special Dispatch to The Inter Ocean.
NEW YORK, June 3.—It is estimated that the net earnings of the Erie railroad for the fiscal year will be \$11,508,853. To this should be added "other income" and the net returns from the coal companies owned by the Erie, which on last year's basis would be \$2,885,285, making a total net income of \$14,394,138.

Fixed charges on last year's basis would amount to \$10,676,674, leaving a surplus for the year of \$4,127,466, which is four per cent per cent on the \$47,392,400 of first preferred stock outstanding.

C. & N. W. TO BUILD \$2,000,000 DEPOT

Will Be Modern Fourteen Story Brick Office Structure, to Be Erected on Jackson Boulevard.

ACCEPT THE PLANS FOR NEW SUBURBAN TRAFFIC STATION

Submit Plans and Lot Contracts for Large Number of Residential Dwellings—Stock Yards District to Receive Improvement.

The building department yesterday issued a permit to the Chicago & Northwestern Railroad company for the erection of a \$2,000,000 fourteen story brick office building at 213-21 Jackson boulevard.

Work on the building will start at once, and the company declares the building will be the best that can be constructed at any cost.

John C. Fetzer yesterday sold his ninety-nine year leasehold on the property occupied by Fred Grzeselacher at State street and Jackson boulevard to M. L. Rothchild of Minneapolis. Miss. Mr. Rothchild, who is a son-in-law of Nelson Morris, will erect a twelve story office building on the corner. The property fronts thirty-eight feet on State street, and extends back 100 feet on Jackson boulevard.

The land was leased by Mr. Fetzer last November for \$50,000 a year, and \$15,000 rental was paid for the building. A forfeit purchase of \$50,000 was deposited at the time of the building before the expiration of five years. The building to be erected by Rothchild will cost \$156,000. Holzhird & Hoche are the architects.

Plans prepared by Francis T. Bacon of the construction department of the Illinois Central railroad for a new depot at the corner of Randolph street have been accepted by the Commissioner of Public Works Block. The depot is to be for suburban train only, and will be so arranged that people can cross the trains without being compelled to cross tracks at grade. It will cost \$40,000.

Snyder, Rutan & Co. will have prepared plans for a notable improvement in the stock yards district. A three story building, 18x116x68 feet, is to be built on the triangular site at the intersection of Ashland avenue, Gross and Forty-seventh streets for the People's Trust and Savings Bank. The basement will be equipped with formerly of the Chicago City bank, is present-day and cashier.

PROMISE NEW ERA FOR A BANKRUPT CAR LINE

Substitution of E. F. Bryant for E. J. Zimmer as Receiver for Chicago General Company Said to Mean Much for Road.

With the entry of an order in Judge Taylor's court yesterday substituting Edward F. Bryant, president of the Pullman Loan and Savings Bank, in place of Edwin J. Zimmer as receiver for the Chicago General Railway Company, begins a new era in the affairs of the corporation that may see it divorced from a receivership and court proceedings and placed on a sound financial basis.

With President Bryant at the head, who is known as the "bankers' crowd" is now in control of the property, and a plan has been decided upon which will result, it is said, in the road either being consolidated with the Chicago City Railway Company or run as a paying business venture. Associated with Mr. Bryant are Erskine M. Phelps, E. M. Fowler, Oron Smith, Frank O. Lowden, John S. Runnels, L. O. Goddard and Granger Parwell.

According to Charles L. Bonney, who with his brother, C. Bonney and City Comptroller McGann organized the company, Mr. Bryant and his associates will soon take over the stock owned by the Bonney brothers and John H. Witbeck, which represents a majority of the total issue of the company. Differences between Witbeck and the Bonneys resulted in the company being placed in the hands of a receiver in 1900.

The present transaction marks the passing of Judge Elbridge Hancey and several other men before in the affairs of the company. About a year ago Judge Hancey's contracts with the company, which represented about 98 per cent of the stocks and bonds of the company. The options began to expire April 10 last and finally ceased to exist.

"Mr. Bryant and his associates were desirous of securing harmony among those interested in the road," said Attorney Bonney last evening. "The bonds of the West and South Towns Street Railway Company, which was consolidated with the Chicago General Railway Company, amounting to \$500,000, will be sold down to \$250,000. The \$1,500,000 of Chicago General bonds will be cut down to 10 cents on the dollar."

ARMOUR PRIVATE LINES

Interstate Commerce Commissioners Reported Holding Sharp Decision.

ARMOURS MAY BE LOSERS

Body Likely to Hold Railroads Should Provide Their Own Equipment.

It was stated yesterday on good authority that the interstate commerce commission purposed striking a death blow at the private car system which the commission believes has a strong grasp on transportation facilities and on some of the main industries of the country. This decision, it is said, was reached at the close of the three day investigation into the methods of the Armour Car Line in respect to the transportation of the Michigan fruit crop. The commission is of the opinion that it was the duty of the railroads or common carriers, plainly expressed in the law, to provide adequate facilities for the transportation of all commodities and products offered for carriage. It is therefore believed that the courts of the country can compel the railroads to cancel their contracts with private car companies and cease paying them mileage, which is said to be excessive, and furnish their own cars for the transportation of all commodities.

WITNESS SPRINGS SURPRISE.
That representatives of the Armour line threatened to "make it hot" for commission merchants if they testified regarding the effect of the contract between the Armour company and the Michigan Central and Pere Marquette railroads was charged in evidence given. J. C. Maynard of the commission firm of Maynard & Reid of Grand Rapids was one witness.

"P. E. Wolcott, one of the men who has been lingering in the Michigan fruit belt for Armour to keep to touch with the situation, advised me not to testify," said Mr. Maynard. "He approached me and the commission merchants in Grand Rapids several times, and after yesterday's session of the commerce commission he said to me: 'You fellows never should have come down here to testify. We will see that you get the hot end of the stick.'"

Attorney A. B. Urion, who represents the Armour company before the commission, explained that the Armour line was a "very subordinate" employee of the Armour company, and that his statement was not on the advice of his superior.

MAY OUST PRIVATE CONCERNS.
It is understood that the commission will make an order in the present case requiring the Pere Marquette and the Michigan Central railroads to provide their own refrigerator cars for Michigan fruit and vegetables. Should the order be ignored it will give the fruit shipping associations of Michigan the opportunity to begin proceedings to test the validity of the commission's ruling.

The commission does not believe it has the power to compel the railroads to furnish ice for the cars, but if an excessive charge is made on ice furnished by the railroads, the commission can take cognizance of the fact the charge then becoming practically a part of the freight rate.

of Illinois and City of National League at Boston is preparing to file with the commission complaint against the use of private cars in all the lines of business in which they now are used.

MAKES FOR A MONOPOLY.

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Fixed charges on last year's basis would amount to \$10,656,973, leaving a surplus for the year of \$4,127,465, which is equal to 8.62 per cent on the \$47,892,400 of first preferred stock outstanding.

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The land was leased by Mr. Fetzer last November for \$20,000 a year, and \$10,000 rental was paid for the building. A forfeit of \$50,000 was deposited at the time of the purchase, to insure the erection of a \$100,000 building before the expiration of five years. The building to be erected by Rothschild will cost \$100,000. Holubar & Koebse are the architects.

Plans prepared by Francis T. Bacon of the construction department of the Illinois Central railroad for a new depot at the foot of Randolph street have been accepted by the Commissioner of Public Works. There will be no depot for the suburban traffic only, and the trains without being stopped to cross tracks at grade. It will cost \$60,000.

Shawley, Kuttan & Co. hold the plans for a notable improvement in the stock yards district. A three story building, 150,000 feet in area, to be built on a triangular site at the intersection of Ashland avenue, Gross and Forty-Seventh bank. The basement will be equipped with former deposits vaults, William Rathje, formerly of the Chicago City bank, is president and cashier.

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The present transaction marks the reversal of Judge Elbridge Hancy and several others as figures in the affairs of the company. About a year ago Judge Hancy received options on about 98 per cent of the stocks and bonds of the company. The options began to expire April 19 last and finally ceased to exist.

"Mr. Bryant and his associates were desirous of securing harmony among those interested in the road," said Attorney Bonney last evening. "The bonds of the West and South Towns Street Railway Company, which was consolidated with the Chicago General Railway Company, amounting to \$500,000, will be scaled down to \$250,000. The \$1,500,000 of Chicago General bonds will be cut down to 10 cents on the dollar."

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ARMOURS MAY BE LOSERS

Body Likely to Hold Railroads Should Provide Their Own Equipment.

It was stated yesterday on good authority that the interstate commerce commission purpose striking a death blow at the private car system which the commission believes has a strong grasp on transportation facilities and on some of the main industries of the country. This decision, it is said, was reached at the close of the three days' investigation into the methods of the Armour Car Line in respect to the transportation of the Michigan fruit crop.

The commission is said to be of the opinion that it was the duty of the railroads or common carriers, plainly expressed in the law, to provide adequate facilities for the transportation of all commodities and products offered for carriage. It is therefore believed that the courts of the country can compel the railroads to cancel their contracts with private car companies, cease paying them mileage, which is said to be excessive, and furnish their own cars for the transportation of all commodities.

WITNESS SPRINGS SURPRISE.
That representatives of the Armour line threatened to "make it hot" for commission merchants if they testified regarding the effect of the contract between the Armour company and the Michigan Central and Pere Marquette railroads was charged in evidence given. J. C. Maynard of the commission firm of Maynard & Reid of Grand Rapids was one witness.

"P. E. Wolcott, one of the men who has been lingering in the Michigan fruit belt for Armour to keep in touch with the situation, advised me not to testify," said Mr. Maynard. "He approached me and other commission merchants in Grand Rapids several times, and after yesterday's session the commission he said to me: 'You fellows never should have come down here to testify. We will see that you get the hot end of the stick.'"

Attorney A. R. Trion, who represents the Armour company before the commission, explained that Mr. Wolcott was a "very subordinate" employ of the Armour company, and that his statement was not on the advice of superior.

MAY OUST PRIVATE CONCERNS.
It is understood that the commission will make an order in the present case requiring the Pere Marquette and the Michigan Central railroads to provide their own refrigerator cars for Michigan fruits and vegetables. Should this order be ignored it will give the fruit shipping associations of Michigan the opportunity to begin legal proceedings to test the validity of the commission's ruling.

The commission does not believe it has the power to compel the railroads to furnish ice for the excessive charge then being made for this. In cars owned by the railroads, the commission can take cognizance of the excessive charge then being coming practically a part of the freight rate.

It is reported that the National League of Boston is preparing to file with the commission complaint against the use of private lines in all the lines of business in which they now are used.

MAKES FOR A MONOPOLY.

NEW RAILROAD IS OPENED

First Train on St. Louis, Kansas City and Colorado Leaves St. Louis.

St. Louis, Mo., June 5.—The St. Louis, Kansas City and Colorado railroad, the Rock Island's new St. Louis-Kansas City line, was opened today. The first train for Kansas City leaving here at 7:30 p. m. Through car service to Colorado and California is provided.

A new standard in railroad building has been created in the construction of the new line. The track is "perfect." The rails weigh eighty pounds to the yard, the ties are of oak, the bridges of steel and the track is splendidly ballasted.

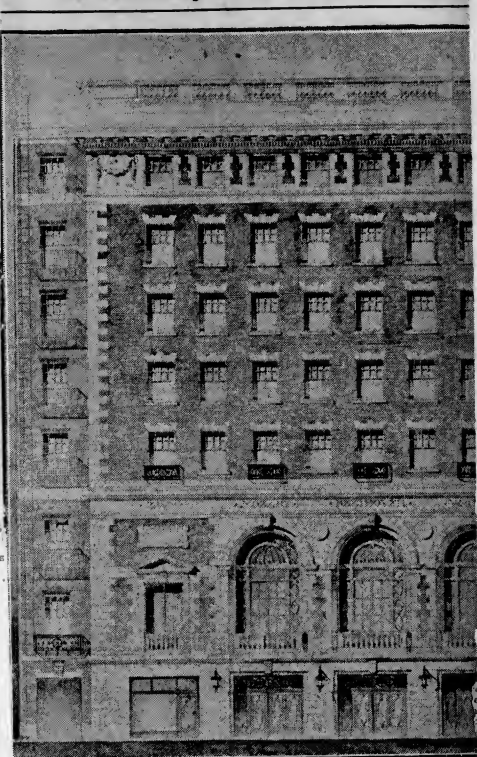
The present schedule provides for the operation of one train a day from St. Louis to Kansas City, in addition to local train service, but an increase will be made in accordance with the necessities of travel.

Evening Post JUN - 9 1904

NEW PLANS OF WABASH.

Arrangements have been perfected by the Wabash Road whereby its trains leaving here at 11:03 a. m. and 11:39 p. m. for St. Louis will run by way of the Merchants' Bridge and the world's fair station. The first of these trains will reach the world's fair station in St. Louis at 8:40 p. m. and the other at 7:50 p. m. They will reach the Union station in St. Louis according to their present schedule. The Wabash will put its general change of time for the summer into effect June 26, when an entirely new train will be put into service from Chicago to St. Louis, leaving here daily at 9 a. m. and arriving in St. Louis at 5:31 p. m. North bound this new train will leave St. Louis at one minute past noon and arrive in Chicago at 8:01 p. m. On the same date the Wabash will open its new Chicago-Pittsburg line. A train will leave Chicago daily at 3 p. m. and arrive in Pittsburg the following morning at 6:30 o'clock. A second Pittsburg train will leave Chicago at 11 p. m. It will arrive at Toledo at 8:30 a. m. and Pittsburg at 4:15 p. m.

New Building Planned for the Chicago Orchestra



The new hall to be built by the directors of the Chicago Orchestral association is to be located at Jackson and Jackson boulevard, almost opposite the Art Institute. The structure will be of concert needs of the orchestra. Only a few studios in the front section of the building are the hall completed by Nov. 1, but in case of delay the concerts will begin in the Auditorium when it is completed.

Inter Ocean JUN 13 1904

DEATH WINS THE RACE

WOMAN EXPIRES ON TRAIN EN ROUTE HOME.

Waiting Friends Meet Only Her Corpses—Order to Porter Will Remain Forever Unfilled.

While speeding toward Chicago, in the hope of reaching home before death overtook her and with her friends waiting in the depot to receive her, Mrs. Helen M. Wood, 208 East Thirty-First street, died in a sleeping car on the Chicago & Northwestern railway early yesterday morning.

When her friends crowded around the platform of the car to welcome her, the conductor told them she was dead.

Mrs. Wood, who was 74 years old, had been in ill health for some time, and spent the winter in California, hoping that the climate would benefit her. Recently physicians told her that she had but a short time to live, and, wishing to die surrounded by her family and friends, she telegraphed them to meet her and started on her journey East.

Saturday evening she retired to her berth early, with the request that she be awakened a short time before the train reached Chicago.

When the porter went to awaken her he found that she was dead.

The body was taken to Boydston's undertaking establishment, 1207 Cottage Grove avenue, in the police ambulance from the East Chicago avenue station.

Railroad Discharges Employee.

SUSQUEHANNA, Pa., June 12.—The Erie Railroad company has discharged 10 per cent of its working force, or 108 men, from its shops in this place. Like discharges were made in all the shops on the system. This is the second discharge of 10 per cent within thirty days.

...and she died because of her weakened condition and the fatigue of the long journey resulted in an attack of heart disease, which caused her death.

Mrs. Wood was the wife of Alfonso M. Wood, an insurance agent with office at 145 Van Buren street. Her daughter is the wife of Governor Frank White of North Dakota.

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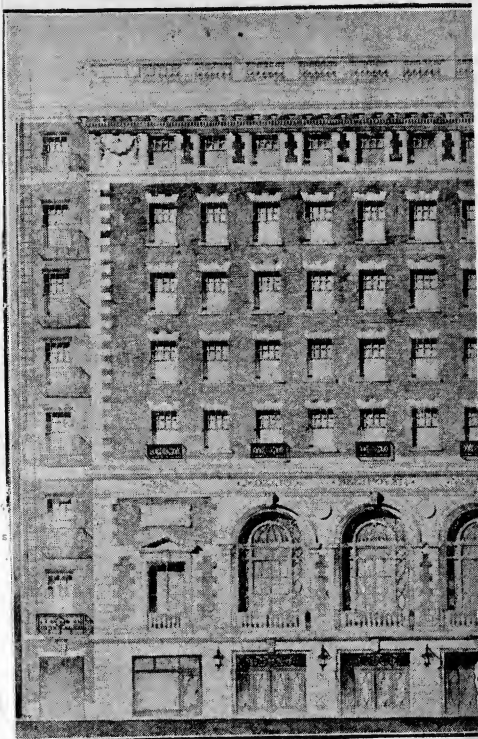
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Mrs. Wood was the wife of Alonzo M. Wood, an insurance agent with offices at 1156 Van Buren street. Her daughter is the wife of Governor Frank White of North Dakota.

By. & Eng's. Review JUN 11 1904

New Pullman Cars for the Lehigh Valley R. R.

The new cars ordered by the L. V. R. R. from the Pullman Co. for use on its St. Louis trains have arrived and been put into service. They run as part of the Black Diamond Express on the Lehigh Valley and over the Lake Shore and Big Four to St. Louis. The cars contain all the latest improvements for this class of service. They are finished in mahogany and the seats are upholstered in figured olive green plush. The lighting is by electricity, there being two lights in each berth. Polishing stands are used in the toilet and dressing rooms, thus adding to the usual rather cramped space.

Tribune JUN 16 1904

NEWS OF THE RAILWAYS.

NEW KANSAS CITY-ST. LOUIS ROUTE TO OPEN ON SUNDAY.

Short Line, Operated Jointly by Alton and Burlington, Will Take First Passenger Traffic—Erie to Make Improvements in Service Between Chicago and New York—Rock Island to Build from Dallas to Galveston by Way of Houston, Tex.

The new short line between St. Louis and Kansas City, which will be operated jointly by the Alton and Burlington railroads, will be opened for passenger traffic next Sunday. The cutoff between Old Monroe and Mexico has not yet been completed, but it will be ready in a few weeks. In the meantime the trains will run via Louisiana.

Saves Mileage by New Line.

The Burlington tracks will be used out of St. Louis to Old Monroe and thence by the new sixty mile cutoff to Mexico, Mo., and from this point into Kansas City trains will run over the Alton tracks. By this arrangement the Burlington's mileage between St. Louis and Kansas City will be reduced by seventy-five and the Alton's by fifty, and each secures a line as short as any between the two big Missouri cities.

Heretofore the Alton had to cross the Mississippi at St. Louis into Illinois and recross the river into Missouri at Louisiana. Instead of running via Roadhouse, Ill., trains hereafter will go direct to Old Monroe or Louisiana, Mo., on the west side of the Mississippi river. For the present four trains will be run daily over the new line.

Examiner JUN 16 1904

GEORGE GOULD, ON ENGINE, RIDES INTO PITTSBURG

This Signifies Formal Entrance of Wabash into That City.

Pittsburg, Pa., June 16.—Riding on engine No. 238, with President Joseph Ransome, Jr., of the Wabash Railroad, George F. Gould yesterday made his entry into Pittsburg over his own line, the Wabash Terminal.

It was the first train run into the new Wabash depot in Pittsburg.

Tribune JUN 17 1904

MRS. SANGER'S WILL IS FILED.

Estate Is to Be Divided Principally Among Her Grandchildren—Mrs. Pullman Gets \$5,000.

The will of Mrs. Catherine Sanger, mother of Mrs. George M. Pullman, was filed in the Probate court yesterday. Immediate relatives are named as beneficiaries and no cash bequests are made. The value of the estate is not named.

Diamonds, jewelry, dresses, and other personal property are divided among George Pullman Sanger, John Joseph Sanger, grandsons; Harriett Pullman Carolan, Florence Pullman Lowden, granddaughters; Elizabeth P. Sanger, sister-in-law; Charles W. Sanger, cousin, and a friend, Mrs. Helen Bart of San Francisco.

To Florence Frederica Sanger, granddaughter, is left a \$1,000 gold bond, to be given her on her wedding day; a pair of diamond earrings, gold watch, laces, and a cluster pin, to be given her on her eighteenth birthday.

Notes to the value of \$5,000 are left to Mrs. Pullman.

Minerva Cooper Sanger, a daughter-in-law, is given property in Kansas, as well as all other real and personal property, with the exception of a homestead in St. Louis.

The property in St. Louis is to be held in trust for the daughter-in-law, Minerva Cooper Sanger, and Florence Frederica Sanger. The remainder of the estate is bequeathed to Florence Frederica Sanger.

Examiner JUN 17 1904

HOLD UP TRAIN; KILL ENGINEER; ROB CAR.

North Coast Limited on Northern Pacific Meets Bandits in Montana.

EXPRESS CAR BLOWN UP WITH DYNAMITE

Butte, Mont., June 17.—Word from Bearmouth, Mont., just received, says that the North Coast

SCORES ESCAPE DEATH IN A TRAIN WRECK

Burlington Fast Passenger Leaves Track Near Mendota, Ill.

A trainload of persons narrowly escaped serious injury by the ditching of train No. 18 of the Chicago, Burlington & Quincy road, near Mendota, Ill., shortly before 11 o'clock yesterday morning.

Engineer John Cowdry and fireman Oscar Johnson were injured. They were taken to Mendota. The train, which is composed of two passenger and mail cars and three day coaches, left the track just west of Mendota.

Limited, on the Northern Pacific, the finest overland train on that road, was held up at midnight by two masked men.

Engineer Brown was killed in a fight with the robbers.

Three distinct explosions occurred, which resulted in the complete demolition of the express car.

Both safes were robbed, and it is believed the booty secured will aggregate a large sum.

Bloodhounds have been sent to the scene from the penitentiary at Deer Lodge.

The robbers escaped.

The scene of the holdup is at the same place where the North Coast Limited was held up last year and Engineer O'Neil killed.

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A trainload of persons narrowly escaped serious injury by the ditching of train No. 13 of the Chicago, Burlington & Quincy road, near Mendota, Ill., shortly before 11 o'clock yesterday morning.

Engineer John Cowdy and Fireman Oscar Johnson were injured. They were taken to Mendota. The train, which is composed of two passenger and mail cars and three day coaches, left the track just east of Mendota.

The passengers were thrown into wild confusion and many were jammed and bruised in the rush for the doors.

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Engineer Brown was killed in a fight with the robbers.

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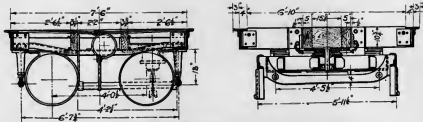
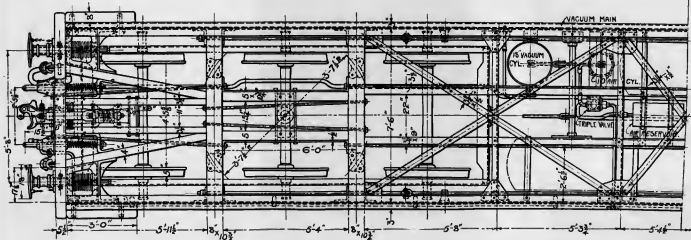
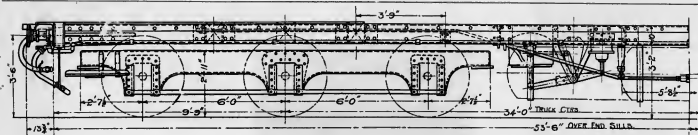
SLEEPING CARS, EAST COAST JOINT STOCK.

In The Railway Age of May 27 we illustrated the sleeping cars used in the West Coast joint service of England, which were built by the London & Northwestern road, and

road. The principal dimensions are: Length, 53 feet 6 inches over end posts, 56 feet 5 inches over vestibules, 34 feet centers of trucks, 46 feet total wheel base, width at waist-rail, 9 feet; total height from rail to outside of roof, 12 feet 8 inches. There are two third-class compartments fit-



SLEEPING CAR—NORTHEASTERN RAILWAY OF ENGLAND.



EAST COAST JOINT STOCK COMPOSITE SLEEPING CAR—PLAN AND SECTIONS.

we now present some illustrations of the sleeping cars used in the East Coast service. The cars are supplied by the Northeastern Railway and were built under the direction of Mr. Wilson Worsdell, chief mechanical engineer of that

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THE RAILWAY AGE

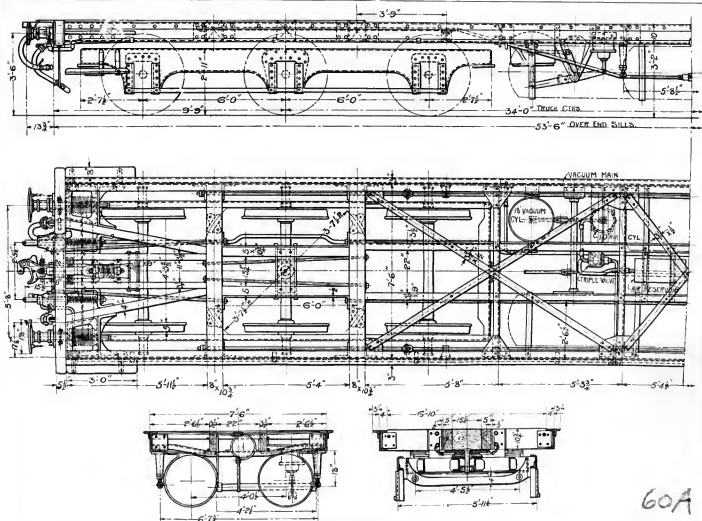
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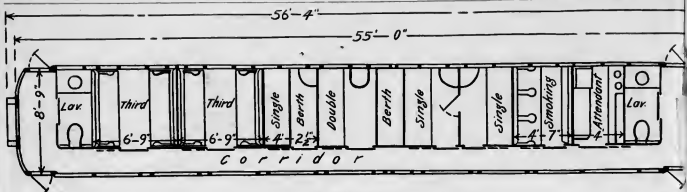
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is that should occasion arise they can, by means of a swing door in the partition, be converted into one double berth compartment. The berths are made up of a hair overlay,

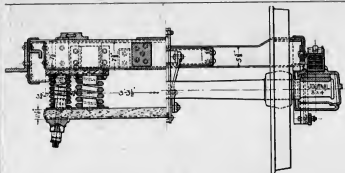
from the engine, the temperature of the compartment being controlled by the passenger. The Pullman type of tubule is fitted on these coaches, working in conjun-



SLEEPING CAR NORTHEASTERN RAILWAY—FLOOR PLAN.

carried on a spring mattress, supported on an angle iron frame. A net is used to prevent the sleeper from being thrown from the berth in the event of any sudden shock. Each berth compartment is fitted with pedestal washstand and there is a toilet room at each end. A compartment for the

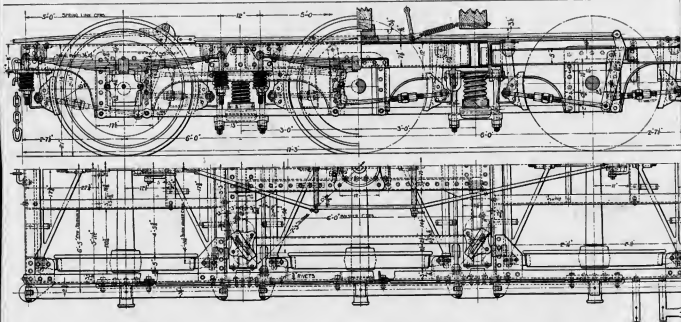
with central couplers of the Master Car Builders' type made by the Buckeye Steel Castings Company. They also provided with side buffers which are adjustable, should occasion require that this stock be run with ordinary vehicles they can in a very short time be converted coupled up with these.



EAST COAST JOINT STOCK SIX-WHEEL TRUCK.

The underframe is built up of steel channel side 10 by 4 1/2 by 3/4 inches and oak end sills and bolsters. frame crossbars are of angle steel and are thoroughly braced by diagonal steel straps and gusset plates. The truss members are 1 1/2 inches diameter with upset ends and adjusted jam nuts. The coaches, which are illuminated with incandescents on the Pintsch principle, are supplied from two large reservoirs carried under the frames. The cars are fitted with both the Westinghouse and the vacuum brake, the Northeastern Railway using the vacuum and the Northeastern and the North British the Westinghouse brake. The entrance to the coaches is by four doors, two at each end, and sliding doors are fitted to all compartments. An efficient ventilation is obtained by means of hit and miss ventilators in the clerestory roof and torpedo ventilators. The fittings, upholstery, moldings and paintings are of the usual high class finish found in the E. C. J. S. coaches and the full consideration is given to the traveler in the design.

use of first-class smokers is also provided with arm rests that when not required in use are lifted up and fall flush with the back of the seat, thus making a plain back. Provision is also made for an attendants' compartment, which



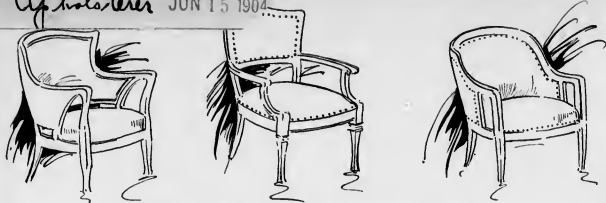
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is fitted with hot water boilers to give water for supply of coffee, etc., en route. All compartments are connected with the attendants' quarters by means of electric bells and an indicator, enabling the attendant to locate the particular compartment requiring attention. The cars are steam heated throughout on the Goid system by steam supplied

finish. The truck frames are of Fox's patent pressed steel and the wheels are of 42 inches diameter. Swing bolts are used with Timmins' special section hoister springs laminated springs are used over axle boxes. The wheels of the wheels are braked each side by two cast iron blocks and the rigging is adjusted so that a uniform block pressure is obtained on all wheels.

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Copy Copy JUN 17 1904



Three chairs from the Pullman trains exhibited at St. Louis.

senger coach 1803; chair car 1903; café smoking car *Centennial*; tourist sleeping car *Mississippi*; private car *President*.

Note that these names are all appropriate to the event celebrated by the Exposition.

Very noticeable in the decoration of these cars is the use of Art Moderne designs and motives in metal, glass, wood and fabric. But they have been employed with discretion, and there has been no warping or mangling of structural lines. It is true that on some of the dome lights—for instance, those of the sleeping car and of the composite baggage and smoking car—the metal writhes sinuously, but the position of this ornamentation and its decorative relation to the rest of the car prevent it from being obtrusive. The Art Moderne motives used in the marquetry and in the colored glass doors and windows are uniformly restrained within the same bounds—those geometrical bounds that are common to Gothic and to that part of Art Moderne which is acceptable.

The ceiling and side lamps and candelabra in the café smoking car, in art glass and verde antique metal, are carried out in straight lines with Gothic leaded glass effect. They are decoratively admirable, and illustrate what we have so often stated, that Art Moderne that is a result of the association of structural lines of Gothic with geometrical restrained Art Nouveau ornamentation is often happy.

The fabric designs are interesting—mostly Modern designs carried out with restraint—one born from the Mediaeval pomegranate pattern; another recalling to memory Gothic small-figured effects; one or two (like that in the main smoking compartment in the composite baggage and smoking car) in lines that too strongly suggest a return to the unrestraint of nature.

The structural lines of the chairs are uniformly admirable, simple, strong, graceful.

continuous blocking channel iron truss planks, side and end sills plated with iron, steel platforms, wide vestibules and anti-telescoping device.

The double diagonal wood floor is covered half an inch thick with monolith, a cement compound that gives a smooth, hard and non-absorbent surface, easily cleaned and more sanitary than the usual wood floor. Over it, of course, the standard Wilton carpet is laid.

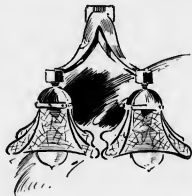
Rubber tiling covers the vestibule platform and floors of toilet rooms, and in all except the coach, chair and tourist cars the saloon walls are covered with enameled tile wainscoting. The wash stands are of polished white metal.

Water, both hot and cold, is supplied under air pressure. All the cars are equipped for lighting by either gas or electricity, and for heating by hot water circulation.

The exterior color is Pullman standard dark-olive green with plain striping. The cathedral windows of leaded art glass decorate the exterior as well as the interior.

COMPOSITE BAGGAGE AND SMOKING Car *Jefferson* consists of a smoking compartment, containing twelve large leather-upholstered chairs and a corner lounge in an alcove. Adjoining the smoking room is a buffet, a barber shop with white-tiled bathroom annex, and a room seating ten persons. Beyond this is the baggage room. The design used in this car is a simplified Art Moderne, adapted to the structural outlines. The finish is in koko, a beautifully figured wood of

dark brown. The detail is worked out in molding and flat carving, with light conventional flower motifs in colored marquetry. The ceiling is a quiet olive, enriched with flowing lines of darker color. The carpets and upholstery are in the same tones. The deck sash and window transoms have leaded glass in browns and olive greens. A striking feature are the lamps,



charge of the manufacturing department, while the upholstery department is under the direction of John F. Kruse, sales manager.

PERIOD FURNITURE BY THE YEAGER CO.
 BUYERS of period style furniture have always appreciated the efforts of the Yeager Furniture Co., of Allentown, Pa., in manufacturing reproduction styles of Sheraton, Hepplewhite and Chippendale furniture, and the student has watched also their forms of work along old Colonial models, which include many of the farmhouses and residence pieces of the early Colonial days, as well as the styles down to and including the Jeffersonian examples, which were a

to catch the popular trade to intricate carvings and exquisite colorings suitable for the proportions and palaces.

During the next ten years an enormous extension of the lace-curtain industry in the United States is inevitable. Tambour, Irish point, Breton, Renaissance will be demanded in quantities not only keep busy our present novelty curtains but cause the starting up of many others.

As manufacturers understand more and more how to get originality and handwork effects by binning a little handwork with the work of the machine, the artistic and commercial value of the product will advance.

ART · MODERNE · IN · PULLMAN · CARS



Two trains of five cars each are exhibited at the St. Louis Exposition by the Pullman Co.

The first is a complete limited train, consisting of: Buffet, baggage and smoking car *Jefferson*; dining car *Monroe*; sleeping car *Livingston*; parlor car *Napoleon*; observation-compartiment car *Louisiana*.

The second consists of: Passenger coach 1803; chair car 1903; café smoking car *Centennial*; tourist sleeping car *Mississippi*; private car *President*.

Note that these names are all appropriate to the event celebrated by the Exposition.

Very noticeable in the decoration of these cars is the use of Art Moderne designs and motives in metal, glass, wood and fabric. But they have been employed with discretion, and there has been no warping or mangling of structural lines. It is true that on some of the dome lights—for instance, those of the sleeping car and of the composite baggage and smoking car—the metal writes sinuously, but the position of this ornamentation and its decorative relation to the rest of the car prevent it from being obtrusive. The Art Moderne motives used in the marquetry and in the colored glass doors and windows are uniformly restrained within the same bounds—those geometrical bounds that are common to Gothic and to that part of Art Moderne which is acceptable.

The ceiling and side lamps and candelabra in the café smoking car, in art glass and verde antique metal, are carried out in straight lines with Gothic leaded glass effect. They are decoratively admirable, and illustrate what we have so often stated, that Art Moderne that is a result of the association of structural lines of Gothic with geometrically restrained Art Nouveau ornamentation is often happy.

The fabric designs are interesting—mostly Modern designs carried out with restraint—one born from the Mediaeval pomegranate pattern; another recalling to memory Gothic small-figured effects; one or two (like that in the main smoking compartment in the composite baggage and smoking car) in lines that too strongly suggest a return to the unrestraint of nature.

The structural lines of the chairs are uniformly admirable, simple, strong, graceful.

We do not like the carving over the doors of the café smoking car *Centennial*; there is too much Renaissance in it—although the intention may be to make it Modern.

In the private car *President* there is a mixture of periods.

On the whole, however, we regard these two trains as marking by far the highest point of car decoration yet attained anywhere in the world. Fewer decorative mistakes have been made, and the advance in lamps and lighting is noteworthy.

The cars have all framing solidly filled with continuous blocking channel iron truss planks, side and end sills plated with iron, steel platforms, wide vestibules and anti-telescoping device.

The double diagonal wood floor is covered half an inch thick with monolith, a cement compound that gives a smooth, hard and non-absorbent surface, easily cleaned and more sanitary than the usual wood floor. Over it, of course, the standard Wilton carpet is laid.

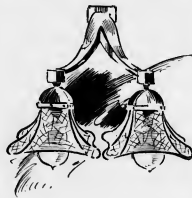
Rubber tiling covers the vestibule platform and floors of toilet rooms, and in all except the coach, chair and tourist cars the saloon walls are covered with enameled tile wainscoting. The wash stands are of polished white metal.

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feature of this car is the "office," separated from the observation room by an open screen, and containing writing table, book case, typewriting outfit, etc.

PASSENGER COACH 1803 is finished in African mahogany, decorated with marquetry. Leaded art glass is used in deck and window transoms. The Scarritt reversible seats are upholstered in green plush. A new feature is the partition at each end of car, that swings to the side when passengers enter or leave.

CHAIR CAR 1903 is finished in Cuban mahogany. The Richards reclining chairs are upholstered in figured green plush. It also has swinging partitions at each end.

Café SMOKING CAR Centennial. The café car is a comparatively recent innovation, being a compromise between the regular dining car and the buffet car. This car has a dining-room with six tables, the usual pantry, kitchen and buffet, and a smoking-room twenty-one feet in length. The dining-room is in English oak. The square-beamed oak ceiling and wainscoted and burlapped side finish give a spacious and house-like effect. The ceiling and side lamps and candelabra are of art glass and verde antique metal work.

TOURIST CAR Mississippi. The tourist (or second-class) sleeper contains sixteen sections, the seats and backs being rattan upholstered. The inside finish is in plain Mexican mahogany.

PRIVATE CAR President contains three large private rooms en suite, a bath room, an observation room and a large dining-room. The last is finished in dark vermilion wood and will seat eight persons. Private room "A," finished in Cuban mahogany, has a davenport lounge bed. Room "B" is finished in tonquin wood. Room "C" is finished in light vermilion wood, and contains a brass bed. Each room has wardrobe, dresser and complete toilet conveniences. The observation room, containing lounge and large easy chairs, is finished in English oak.

The bathroom is finished in white enameled tiling, and has a shower bath. In the forward end of the car are the kitchen, pantry and servants' room, finished in Mexican mahogany. Leaded art glass cathedral windows and deck transoms, verde antique lamps and Louis XIV carving, combine to produce a luxurious effect.

THE OLDEST UPHOLSTERY BUYER.

PROBABLY one of the oldest buyers in the United States to-day, if not the oldest, is HARMON MEYER, sixty-four years of age. There may be other men who have had a longer career, but we doubt it. He started as a boy of sixteen early in 1856, under Klingman, buyer for Lord & Taylor; and in 1865 he went with Ira Walraven, who at that time had one of the finest establishments in New York, located at 686 Broadway. In 1869, when Mr. Meyer was twenty-nine years old, he opened up Mumford's upholstery department in Brooklyn, and was there until 1873, when he succeeded Mr. Merchant as buyer for J. & C. Johnston. From there he went to McGibbon's in 1876, and remained there for fifteen years. In the Fall of 1891 he joined the sales force of Arnold, Constable & Co., and in the Fall of 1895 went to Stern Bros. He left there in 1902, and then was for a season at McCreery's. That's a pretty long record for an upholstery man.

LEADERS IN LACE CURTAIN STYLES.

COHEN BROS. & CO., 424 and 446 Broadway, New York, for over twenty years have kept ahead in styles of lace curtains, producing novelties every season, such goods as the retailer can easily sell and give entire satisfaction.

For this Fall season, curtains made on real English bobbinets, ranging from \$1.50 per pair, will be shown in over three hundred styles. These will take the place of the old Nottingham curtains. They certainly give a very fine effect to any room, and may be called laylike.

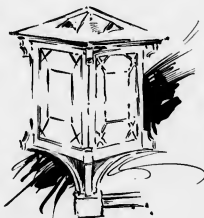
FOR TRAVELING SALESMEN.

TRAVELING salesmen in the upholstery and furniture line will find the American House, Hanover Street, near Scollay Square, Boston, a comfortable and convenient hotel to stop at. It is run on the European plan, with prices from \$1 a day up. The rathskeller or Dutch café that was illustrated several months ago in THE UPHOLSTERER, is one of the most attractive in the country. The sample rooms for salesmen are unusually large.

A STRONG LINE.

AS THE name suggests, the Hercules Brand Mfg. Co. make a strong

Chair from Flemish Dining Car, and window bracket lamp of Café Smoking Car.



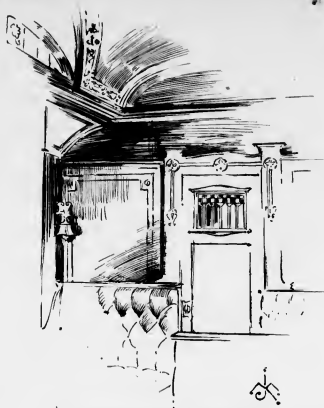
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quaintly modeled and finished in old-gold metal. The globes are in cracked glass.

DINING CAR *Mouroe*. The interi this car that we illustrate on page 35, is Flemish. The woodwork is dull Antwerp brown. The wainscoting is carried up to the lower deck, which is squared up, as is also the upper deck. The panels between the ceiling beams are in deep orange, flatted and enriched with hand ornament in relief. The side windows are of clear glass, quaintly leaded. The chair seats and backs are upholstered in Spanish leather. Besides the lamps in the ceiling, lamps in antique design are placed at the piers along the sides of the car, and a small candelabrum over each of the ten tables. Art glass is used in all lamps and in the window sash of the upper deck. The metal trimmings are finished in dull black.

SLEEPING CAR *Livingston*. This car contains twelve Pullman sections, a drawing-room and state room en suite, with white-tiled annex. The body of the car is finished in light vermilion wood, rubbed to a dull finish, and embellished with light marquetry treatment in Modern style. The ceiling is soft olive, with strap work laid in with ivory color. Tonquin, a new finely figured wood, delicately inlaid, is used in the drawing and state rooms; moro, another new wood of peculiar grain, in the men's lavatory and the woman's lavatory is finished in satinwood. Lamps and trimmings are of old-gold metal. A special feature are the electric reading lamps, two in each section, the lamp casings, when closed, are flush with the side of the car, and automatically light the lamp when opened. Tapestry seat and back coverings are used in the sections, and silk tapestry in the drawing and state rooms.

PARLOR CAR *Napoleon*, that we illustrate on page 33, is finished in dark vermilion wood, ornamented with marquetry flowers and a small amount of Colonial carving. The colorings of the leaded deck sash are particularly fine. In the ceiling are lamps finished in lemon brass, with Colonial cut-glass globes, and along the deck beams are miniature lamps of the same pattern. The drawing-room, finished in satinwood, with



Composite Baggage and Smoking Car.



Smoking Room in Café Smoking Car.

marquetry roses, contains a davenport and two easy chairs, covered with old-rose tapestry.

COMPARTMENT OBSERVATION CAR *Louisiana* contains six communicating state rooms, each complete with toilet appurtenances, and finished respectively in tonquin, light vermilion, koko, St. Jago mahogany, English oak and dark vermilion, and an observation room finished in light vermilion. Each room has its individual color scheme and is in Modern style. In the observation room a novel lighting effect is obtained by clusters of electric lights on the wainscoting that represent flowers budding out of a stem entwined with leaves. In this room the wood finish terminates about eighteen inches from the lower deck ceiling, and the finish is continued in stenciled burlap. A special



D I N I N G C A R " M O N R O E "

(SEE TEXT BEGINNING ON PAGE 42.)

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D I N I N G C A R " M O N R O E "

(SEE TEXT BEGINNING ON PAGE 42.)

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PARLOR CAR "NAPOLEON"

(SEE TEXT BEGINNING ON PAGE 42.)

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PARLOR CAR "NAPOLEON"

(SEE TEXT BEGINNING ON PAGE 42.)

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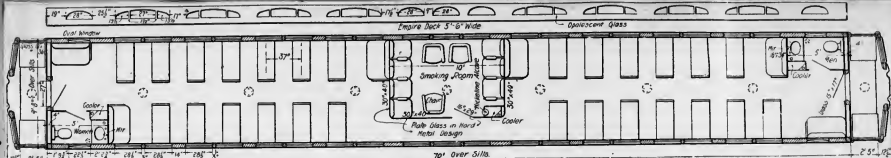


Fig. 3—Floor Plan, New Coaches, Erie R. R.

I have already referred to the fact that the regulator is controlled by a compound solenoid. I will now explain more in detail the construction and the connections of the compound solenoid and the reasons for its use. The compound solenoid is made up of two coils, one a large shunt-wound coil connected between the dynamo mains and the other a small series-coil which is connected between the main and the storage battery. The two coils act in conjunction when the dynamo is supplying current to the storage-battery and are opposed to each other when the storage battery is giving out current. The compound solenoid draws the plunger against the tension of a spring. A motion of the motor always takes place when the pull of either the solenoid or the spring predominates and causes the carbon contacts to close the circuit through the motor. The total of the effects of the two coils upon the plunger is equivalent to the tension upon the resisting spring.

Now, it must be evident that when the storage-battery is nearly depleted the rush of the charging current into it through the series-coil will cause the series-coil to increase its pull upon the plunger and hence reduces the voltage at the terminals of the shunt-coil. In this way the excessive flow of current into a depleted battery is prevented. However, as the charging operation proceeds and the counter-electromotive force of the battery increases, the decreased flow through the series-coil to the battery will decrease the magnetic effect of the series-coil and the voltage at the terminals of the shunt-coil will correspondingly increase. As the counter-electromotive force of the battery continues to increase, the decrease in the flow to the battery will slowly but gradually cause a rise in the voltage on the mains. When the battery begins to gas and the voltage of the battery rises abruptly, the shunt-coil will assume almost the entire control over the regulator and the current through the series-coil to the battery will diminish to not over 5 to 10 per cent of the original charging rate, this being deemed just sufficient to cause the battery to gas slowly and replace battery losses or leakages. In this condition the apparatus may be used on a car having a daylight run and with practically no load upon the dynamo after the battery has become fully charged. It is also used, without re-adjustment, upon cars operated wholly at night with all lights in use. It will be seen that with this simple device the charging of the storage-battery is made automatic and by proportioning the number of ampere-turns of the series and the shunt-coils the charging rate may be made to follow any formulae that the battery-maker may prescribe. It will also be seen that with this method of regulation, we avoid the dangers of both the shunt and the series method of regulating the change to the storage-battery.

New Passenger Cars, Erie R. R.

Some passenger cars of novel arrangement have recently been put into service by the Erie R. R. The noticeable feature consists of placing the smoking compartment in the center of the car instead of at the end and putting large windows in the partition walls, giving a view of the whole car from within the smoking room.

The smoking compartment is 10 ft. long and about 7 ft. wide, and extends to the deck on all sides. It contains upholstered chairs for ten persons, of which three are movable, and has three windows in the side of the car and three 30x40-in. windows in the partition, of which one looks out on the passage-way along the side of the car. These large windows, as can be seen in Fig. 2, are

made of plate glass in hard metal design and present a good appearance from the body of the car. The toilet and wash-room is at the end of the car as shown in Fig. 3.

The body of the car is fitted up in the latest style for coaches, having high back seats, large windows and capacious luggage racks. There is seating room for 64 passengers outside the smoking compartment. The exterior, as shown in Fig. 1, presents a very symmetrical appearance due to the arrangement of the windows. The body of the car is 70 ft. long and 8 ft. 8 ins. wide over sills and is mounted on 6-wheeled trucks. The first order of ten cars now in service were built by Barney & Smith Car Co. of Dayton, O.

Prof. & Engr. Review JUN 18 1904



Fig. 2—Interior View, Showing Smoking Compartment in New Coaches, Erie R. R.

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Fig. 1—Exterior View of New Coaches, Erie R. R.

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Prof. & Engr. Review JUN 13 1904



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By Herald JUN 18 1904

CLEAN RAILWAY CARS A NECESSITY.

The adoption by the Pullman Company of a standard sleeping car which is severely plain as to interior decorations and woodwork calls attention to the fact that railway companies are paying more and more heed to the matter of clean and healthful passenger equipment. The moving factor in the Pullman's adoption of a plain standard was not economy, for the new standard is as expensive as the old, but was the necessity for presenting a car for an initial run that is immaculately clean and as free from disease germs as it is possible for a car to be. Consequently the old grill-work, the ornate carvings, the fancy mouldings, the numerous ledges and puzzle corners of former Pullmans had to give way to plain woodwork which can easily be gotten at for cleaning purposes, and former dust-gathering berth curtains are being replaced by imported mohair.

Through a systematic campaign of education by health boards and medical societies the public has become familiar with the microbe theory of disease, and as a result railway companies have been compelled to make the car-

cleaning department one of the most important adjuncts of the passenger service. This necessity has in turn compelled a complete change in the car builder's art, so that simplicity and plainness of construction are now sought in all equipment where elaborate and ornate designs were in the order. The time has apparently arrived when a railroad company cannot successfully originate passenger traffic and retain it unless it maintains a neatness and cleanliness in its cars which would pass inspection by the most uncompromising housewife.

Formerly the car-cleaning force of a railroad was compelled to perform work under adverse conditions, and the wonder is that it was able to keep equipment in a presentable condition. Now that the value, as an advertising card alone, of clean cars is fully appreciated, the maintenance of way departments of the railroads have taken the matter in hand and are providing suitable places and adequate facilities for thoroughly cleansing all classes of equipment. In the first place cleaning-yards is provided of sufficient space to permit of ample standing room for all cars required to be handled at one time.

The land is selected with a view of easy drainage and freedom from the movement of all traffic, and is provided with air, steam and water pressure pipes throughout. Here and there are also provided suitable racks for cleaning carpets, cushions, mattresses, bedding, curtains and other materials, and for transporting them to and from the cars. Some of the yards contain a shed, capable of covering three or four cars, in which the cleaning is done in bad weather, and the model yard is equipped with suitable buildings for the storage of tools and various materials used in cleaning. Rooms are also provided for the comfort of the cleaning force, and contain lockers and change of clothing. It needs but a single visit to one of the up-to-date yards to convince the visitor that cleaning railway passenger equipment has developed into a fine art—Chicago Record-Herald.

The hand of Joseph Twyman became the more wonderful strength of the great Artifice of us all. Through his work the things that are made in joy by skilled hands become our most precious possessions.

The influence of such men as WILLIAM MORRIS and JOSEPH TWYMAN upon their times means an increasing eagerness of the people to possess the things that are beautiful and artistic. It means that the things we have in our homes that represent individuality and originality, into which has gone the thought and ideals of a patient craftsman, will be more highly prized as the years go by.

By Herald JUN 18 1904

RAILROADS READY FOR "JIM CROW" LAW.

Arrangements have been completed by the railroad and steamboat companies, with lines in Maryland, for compliance with the "Jim Crow" law effective July 1, which requires separate compartments for colored passengers. The Baltimore and Ohio Railroad and the Philadelphia, Baltimore and Washington Railroad are preparing to use old smoking coaches on the trains to which the law applies. In most cases about one-half of the coach will be partitioned off for use of colored passengers and the other half will be used as a smoking compartment for the other travelers. On the few local trains largely patronized by colored people an entire smoking car will be reserved for them. They will be deprived of a privilege they have heretofore enjoyed together with white people—that of smoking on the trains, as no smoking compartment will be provided on the "Jim Crow" cars.

D. B. Martin, manager of passenger traffic of the Baltimore and Ohio, takes this view of the statute: "The law does not apply to through express trains, and we assume that this means all trains doing an interstate business. A train leaving Cumberland, for instance, soon passes out of the State and will not require a separate compartment for colored people. We will only have to put colored passengers alone in a car or compartment of a car on trains of a strictly local character, such as run to Curtis Bay, Frederick, Hagerstown and intermediate points, the other trains passing through other States or the District of Columbia. We will be ready when the law goes into effect to comply with it."

Similar arrangements will be made by the Western Maryland Railroad on the strictly local trains to Emory Grove or Union Bridge. The fast mail, through express and Blue Mountain express trains that run from Baltimore to Hagerstown, through trains to York, Hanover, Gettysburg and Highfield and the trains that run from Hagerstown to Waynesboro, Chambersburg and Shippensburg, Pa., over the Baltimore and Cumberland Valley division are considered exempt from the act of the Legislature. The Maryland and Pennsylvania Railroad Company takes the view that all of its trains do a local business and are therefore included in the provision of the law.

Record JUN 18 1904

Joseph Twyman, a Master Craftsman

The death of JOSEPH TWYMAN of Chicago, originator and vice president of the Morris Society, will not evoke the eulogies that commonly mark the demise of a celebrity of local renown. And yet the influence of such a man as Twyman upon our artistic ideals and upon our notions of the work that is done with the hands could not be measured in the compass of any ordinary tribute.

TWYMAN did not write poems or sermons. In words, nor did he set himself to compose. And yet he was poet, preacher and composer. It was his mission to carve poems into household art, to write sermons with tools deftly wielded by skilled fingers—in a word, to fill with beauty the common life of the people. His sermons, being graven in wood and metal, were tangible and real. His poems, wrought in the things we use in the commonplace duties of life, were set to the music that never dies. His ministry was consecrated to the noble cause of cultivating beautiful workmanship in articles of domestic use.

And in doing this JOSEPH TWYMAN established and carried on a new and noble industry, that of the artist-craftsman.

By *Wm. H. Arnold* JUN 18 1904

CLEAN RAILWAY CARS A NECESSITY.

The adoption by the Pullman Company of a standard sleeping car which is severely plain—as to interior decorations and woodwork calls attention to the fact that railway companies are paying more and more heed to the matter of clean and healthful passenger equipment. The moving factor in the Pullman's adoption of a plain standard was not economy, for the new standard is as expensive as the old, but was the necessity for presenting a car for an initial run that is immaculately clean and as free from disease germs as it is possible for a car to be. Consequently the old grill-work, the ornate carvings, the fancy mouldings, the numerous ledges and puzzle corners of former Pullmans had to give way to plain woodwork which can easily be gotten at for cleaning purposes, and former dust-gathering berth curtains are being replaced by imported mohair.

Through a systematic campaign of education by health boards and medical societies the public has become familiar with the microbe theory of disease, and as a result railway companies have been compelled to make the car-

cleaning department one of the most important adjuncts of the passenger service. This necessity has in turn compelled a complete change in the car builder's art, so that simplicity and plainness of construction are now sought in all equipment where elaborate and ornate designs were the order. The time has apparently arrived when a railroad company cannot successfully originate passenger traffic and retain it unless it maintains a neatness and cleanliness in its cars which would pass inspection by the most uncompromising housewife.

Formerly the car-cleaning force of a railroad was compelled to perform work under adverse conditions, and the wonder is that it was able to keep equipment in a presentable condition. Now that the value, as an advertising card alone, of clean cars is fully appreciated, the maintenance of way departments of the railroads have taken the matter in hand and are providing suitable places and adequate facilities for thoroughly cleaning all classes of equipment. In the first place a cleaning-yard is provided of sufficient space to permit of ample standing room for all cars required to be handled at one time.

The land is selected with a view of easy drainage and freedom from the movement of all traffic, and is provided with air, steam and water pressure pipes throughout. Here and there are also provided suitable racks for cleaning carpets, cushions, mattresses, bedding, curtains and other materials, and for transporting them to and from the cars. Some of the yards contain a shed, capable of covering three or four cars, in which the cleaning is done in bad weather, and the model yard is equipped with suitable buildings for the storage of tools and various materials used in cleaning. Rooms are also provided for the comfort of the cleaning force and contain lockers and change of clothing. It needs but a single visit to one of the up-to-date yards to convince the visitor that cleaning railway passenger equipment has developed into a fine art.—Chicago Record-Herald.

The hands of a master craftsman become the most wonderful creation of the great Artificer of us all. Through his work things that are made in joy by skilled hands become our most precious possessions.

The influence of such men as WILLIAM MORRIS and JOSEPH TWYMAN upon their times means an increasing eagerness of the people to possess the things that are beautiful and artistic. It means that the things we have in our homes that represent individuality and originality, into which has gone the thought and ideals of a patient craftsman, will be more highly prized as the years go by.

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RAILROADS READY FOR "JIM CROW" LAW.

Arrangements have been completed by the railroad and steamboat companies, with lines in Maryland, for compliance with the "Jim Crow" law effective July 1, which requires separate compartments for colored passengers. The Baltimore and Ohio Railroad and the Philadelphia, Baltimore and Washington Railroad are preparing to use old smoking coaches on the trains to which the law applies. In most cases about one-half of the coach will be partitioned off for use of colored passengers and the other half will be used as a smoking compartment for the other travelers. On the few local trains largely patronized by colored people an entire smoking car will be reserved for them. They will be deprived of a privilege they have heretofore enjoyed together with white people—that of smoking on the trains, as no smoking compartment will be provided on the "Jim Crow" cars.

D. B. Martin, manager of passenger traffic of the Baltimore and Ohio, takes this view of the statute: "The law does not apply to through express trains, and we assume that this means all trains doing an interstate business. A train leaving Cumberland, for instance, soon passes out of the State and will not require a separate compartment for colored people. We will only have to put colored passengers alone in a car or compartment of a car on trains of a strictly local character, such as run to Curtis Bay, Frederick, Hagerstown and intermediate points, the other trains passing through other States or the District of Columbia. We will be ready when the law goes into effect to comply with it."

Similar arrangements will be made by the Western Maryland Railroad on the strictly local trains to Emory Grove or Union Bridge. The fast mail, through express and Blue Mountain express trains that run from Baltimore to Hagerstown, the through trains to York, Hanover, Gettysburg and Highfield and the trains that run from Hagerstown to Waynesboro, Chambersburg and Shippensburg, Pa., over the Baltimore and Cumberland Valley division are considered exempt from the act of the Legislature. The Maryland and Pennsylvania Railroad Company takes the view that all of its trains do a local business and are therefore included in the provision of the law.

Record JUN 18 1904

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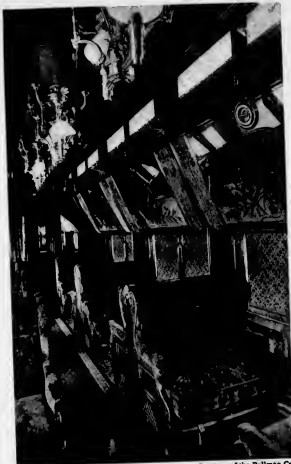
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5014

HOW AMERICAN TASTE IS IMPROVING



Courtesy of the Pullman Co.

THE IRRITATINGLY INTRICATE DECORATIONS
OF AN OLD-STYLE PULLMAN SLEEPING-CAR

students are disinclined to avail themselves of the opportunity of instruction in artistic design. A narrow notion of practicalness has limited their attention to the technical and scientific sides; and in this they have been encouraged by the attitude of the manufacturers themselves. The latter, while recognizing the need of artistic designs, were compelled at first to look for them abroad, and, to a considerable extent, have continued to do so, thus placing a discount on original design in this country.

It is satisfactory to turn from these incidental setbacks to the actual good which has come to us through the foreign influence. It has manifested itself through our artists, our art institutions, and the attitude of the public mind. The Paris schools of art—the best in the world—have become the Mecca of our students and the guide and inspiration of our local schools, whether attached to art insti-

tutions, such as those of the National Academy, the Pennsylvania Academy, and the Art Institute of Chicago, or to the great universities; or independent, like the Art Students' League. Moreover, there are the schools of art, spread all over the country, which are offering a thorough training to professional students, and making their influence felt upon thousands of others who are studying art only as a branch of general culture. So numerous are they, so numerously attended, and backed up, as they are, by elementary art instruction in the primary and high schools in many states, and by graduate courses in the universities, that a network of influences is being drawn over the country, which explains the rapid spread of a knowledge of, and interest in, art, and predicates, for the near future, a truly national regard for the claims of the beautiful.

Such growth has been fostered by the increase of museums and the improvement in their management. As far as possible, they emulate the character of the great collections abroad, while attempting a great deal more in the direction of bringing their works of art to the notice and understanding of the people. Thus, from the great collections of prints, stored in the Lenox Library and the Boston

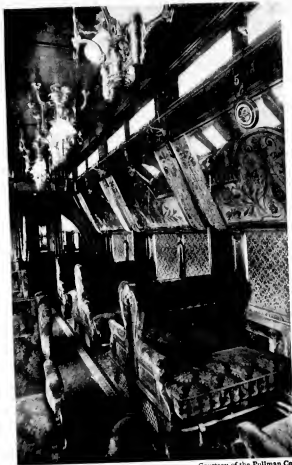


Courtesy of the Pullman Co.

THE RESTFUL EFFECT OF SIMPLICITY IN
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Tribune. JUN - 9 1904

Sussex Daily News

JUN 1 1904

"OLD REBS" WERE ON THE WARPATH

CHASED THE LOCAL PULLMAN
AGENT DOWN MARKET ST.

Said He Was a "Dad Blasted Yankee" When He Ordered Their Banner Removed—Train Load of "Old Rebels" From North Carolina Start a Rough House at the Central Depot.

The local agent of the Pullman Car company, Mr. Barzen, had a most peculiar experience this morning at the Central depot. A special came in bearing North Carolina Confederate veterans en route to the Nashville reunion. A large banner on the outside of a Pullman car told who the inmates were. They were typical North Carolinians—some of them mountain men.

Agent Barzen, when he spied the banner, ordered genial Joe Moore to take it off. Joe started to obey instructions. Some long, lean and lank mountaineer on the inside noticed Mr. Moore removing the banner.

"What 'ere you doin'?" he asked. "Takin' off this sign," said Joe. "No, you ain't," said the North Carolinian.

The large-fisted gentleman from the Old North State came out, inquired by whose authority that banner was being removed and sought the agent who was standing nearby. A heated discussion followed. Finally the veteran "cussed out" Agent Barzen for a "Yankee" and the Lord knows what, and started at him when Agent Barzen informed the frate passenger, in response to an inquiry, that he was from Chicago. Mr. Barzen had no intention of standing still. Just as about two hundred of the same character of free-born American citizens filed out of the car Mr. Barzen thought that time for action had arrived, and—away he went.

When last seen the North Carolinian and several companions were chasing the "blue belly," as they scornfully termed the Chattanooga, down Market street. The car proceeded on its way to Nashville still proudly bearing the banner.

DEATH OF MR. JOHN S. MARKS. PULLMAN COMPANY'S SECRETARY.

There will be very sincere regret among all who are accustomed to see the Pullman cars on the London and Brighton Railway on learning of the death of Mr. John S. Marks. Mr. Marks had been associated with the Pullman traffic on the Brighton system from its commencement, and for some years had filled with efficiency and credit the responsible position of Secretary and Manager of the Pullman Company, Limited, in this country. A distinguishing feature of the Pullman service is the evident care taken in the selection of the staff, who are remarkable for their high character and great civility. In Mr. Marks they had a perfect example of the spirit in which a public servant could discharge his duties in the interests of his employers while studying to the full the comfort and convenience of travellers. He was a man of extraordinarily courteous manners, and during nearly thirty years' service with the Pullman Company had, by his genial good nature and unflinching courtesy, gained the esteem of all who knew or had business relations with him. He had, unfortunately, been in a very precarious state of health for some time past, but his death on Monday last was very sudden, as he passed away from heart failure while travelling from Glasgow to Stornoway on board the s.s. "Clasman." It is a consolation to his many friends that his death was without pain. The funeral will take place on Saturday next, at 1.30 p.m., at Streatham Cemetery. The Pullman service has been greatly improved on the London and Brighton system during Mr. Marks' Secretaryship, and the Pullman Company's affairs will, for the present, be managed by Mr. Thomas Powell, Assistant Secretary, who has had the advantage of working for a long period with the late much-respected Secretary and Manager.

American. JUN 2 2

GO TO ST. LOUIS ON SIX TRAINS

Specials Arranged to Take Republican Delegates to
World's Fair City.

NEGOTIATIONS COMPLETED

Six special trains will be in waiting Thursday night at 5 o'clock to take the delegates, alternates and newspaper representatives to the World's Fair at St. Louis. There will be two trains on each of the three railroads: The Illinois Central, Walsh and Alton. The credentials of the delegates and alternates will be exchanged for railroad tickets by the passenger departments of these railroads.

Sleeping cars have been arranged for and berths will be furnished at a rate of \$1. the exposition officials saying the other half of the regular rate. This was the outcome of the negotiations between the exposition officials and the committee.

Forty-eight Pullman cars have been ordered.

The excursion will reach St. Louis at about 9 o'clock Friday morning and from that time until they start for home the delegates and alternates will be guests of the Exposition. Newspaper representatives to the convention will secure transportation over the Alton Railroad on presentation of numbered tickets for press seats.

Arrangements have also been completed whereby delegates visiting the Fair will be returned to their homes without charge, either by way of Chicago or otherwise, as they elect.

Tribune. JUN - 9 1892

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Tribune. JUN 24 1904

Record - JUN 25 1904

Record. JUN 29 1904

HUNDREDS GO TO ST. LOUIS.

Republican Delegates Depart in Special Trains as Guests of the Exposition.

When the chairman's gavel struck its last whack on the memorable table in the Coliseum, announcing that the national republican convention had adjourned sine die, there was a scramble for hotels, a payment of bills, and then "Now for St. Louis" became the rallying cry. Some of the older and more sedate and distinguished of the delegates remained in Chicago, but the majority took advantage of an invitation from the Louisiana Purchase exposition and there was a migration at 10 o'clock last night over three railroads for the southern city. Three trains of eight coaches each departed on the Illinois Central, Chicago and Alton, and Washburn lines, and in addition one section of a train on the Alton left at 10:30 with the Rhode Island delegation.

The delegations were divided as follows:

ILLINOIS CENTRAL—Alabama, California, Florida, Illinois, Kentucky, Louisiana, Massachusetts, Mississippi, Montana, New Hampshire, New Jersey, North Carolina, Oregon, Rhode Island, South Carolina, Tennessee.

CHICAGO AND ALTON—Colorado, Connecticut, Idaho, Iowa, Kansas, Michigan, Missouri, North Dakota, Pennsylvania, Texas, Virginia, Washington, West Virginia, Wyoming.

WASHBURN—Arkansas, Delaware, Georgia, Indiana, Maine, Maryland, Minnesota, Nebraska, Nevada, New York, Ohio, South Dakota, Utah, Vermont, Wisconsin.

It is expected that all the trains will arrive in St. Louis between 6 and 7 this morning and reach the fair grounds half an hour later.

The first delegates to leave Chicago departed on the Pennsylvania line at 6:30 to the evening for the east. It was the Leeds special. This was followed by another Pennsylvania special which left at 7:30 and later with most of the state delegation.

Speaker Cannon departed late in the afternoon for his home in Danville. "No exposition for me—not just yet," he said. "I want to rest up."

The Massachusetts delegates left at 9:30 for St. Louis on their private train.

By midnight the hotels were in a normal condition once more.

Three Chicago men were honored by the Mayor for Builders' Association at 8:30 p.m. yesterday. W. F. Appleford being elected president, Joseph R. E. Baker first vice president and Joseph W. Taylor secretary.

TALKS OF DEBS RIOTS

Ex-President Cleveland Defends His Course in Using Federal Troops.

OLNEY AS HIS COUNSELOR

Clash With Governor Altgeld Detailed in Article in McClure's Magazine.

Grover Cleveland, former President of the United States, tells the story of the great Pullman strike of 1894 in Chicago, and the measures to suppress it which were adopted by the United States government in the July number of McClure's Magazine. The article reveals Richard Olney, Attorney General, as the President's leading adviser for the exercise of federal power, and contains many interesting state papers.

Eugene V. Debs, the directing force in the strike, the ex-President plainly considers a willful violator of the law and the head of a conspiracy against interstate commerce and the transmission of mails.

Concerning John P. Altgeld, who, as Governor of Illinois, sought to keep federal troops out of the state, Mr. Cleveland's opinion is revealed in this passage:

"The Constitution provides that the United States shall protect each of the states against invasion, and on application of the legislature or of the executive (when the legislature cannot be convened), against domestic violence." There was plenty of domestic violence in the City of Chicago and in the State of Illinois during the early days of July, 1894, but no application was made to the federal government for assistance.

STORY OF THE CONFLICT.

In the introduction of his story the former President first upon the year 1894 "the most troublesome and anxious year" of his second administration. After recounting the many difficulties of his office and of the country he passes to an account of the events leading up to the sending of troops to Chicago.

"In the last days of June, 1894," he writes, "a very determined strike of labor was actually broken out in the City of Chicago. Almost in a night it grew to full proportions of malicevolence and lawlessness. Rioting and violence were the early accompaniments, and it spread so swiftly that in a few days it had reached nearly the entire western and southwestern sections of our country. Railroad transportation was especially involved in its attack. The carriage of the United States mails was interrupted, interstate commerce was obstructed and railroad property was destroyed. * * * Railroad operations were more or less affected in twenty-seven states and territories, and in all these the intervention of the general government was an extent or less extent involved."

COURT INJUNCTION DENIED.

The developments of the strike in Chicago, Mr. Cleveland relates, led to the an-

At the special meeting of the stockholders of the American Car and Foundry Company yesterday, the proposition to classify the members of the board of directors so that the term of all should run every year was withdrawn, owing to serious opposition by some of the largest holders of the stock. The plan was criticized severely by the eastern financial press. The regular annual meeting of the stockholders will be held in Jersey City to-morrow. The financial statement for the year will be made and the policy with regard to future dividends on the common stock will be determined.

Fold out

SOME SIGHTS SEEN AT THE WORLD'S FAIR

A Letter From a Frankfort Young Lady Doing the World's Fair.

St. Louis, June 27 '04.
We visited these buildings: Machinery, Electricity, Palace of Electricity, and the Transportation Building.

The Machinery Building has the various kinds of machinery from the most minute piece to the very greatest. The Palace of Electricity contains everything pertaining to electricity. The telephone, electric light, electroliers, all the latest novelties that would help to complete or decorate a home in some form of electricity. We then went to the Transportation Building. Automobiles of all sizes and shapes may be seen here. Then we went through the palace Pullman cars. These are magnificent and could not be made more complete or comfortable. They are compartment trains and each room is furnished on a grander scale than the previous one. The bedrooms contain fancy brass beds and mahogany dressers (that is they are dressing tables and bureaus combined) and each bed room has a bath room adjoining it, so one can readily see the convenience of traveling on such a car. The dining room has a number of round dining tables that hold a silver service. Then there is a side board and china closet full of out glass and fancy china. All of the dining room furniture is of Flemish oak. The parlor furniture is of mahogany and upholstered with silk tapestry. There are very large windows portiered with heavy green damask. The men's smoking room is furnished in leather and has the same kind of portieras. The card room is very cosy, having a small oblong table with little chairs around it. The observation car is lovely. I con-

Sky. Harold.

JUN 25 1904

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Republican Delegates Depart in Special Trains as Guests of the Exposition.

When the chairman's gavel struck its last blow on the memorable table in the Coliseum, announcing that the national republican convention had adjourned sine die, there was a scramble for hotels, a payment of bills, and then "Now for St. Louis" became the rallying cry. Some of the older and more sedate and distinguished of the delegates remained in Chicago, but the majority took advantage of an invitation from the Louisiana Purchase exposition and there was a migration at 6 o'clock to meet over three railroads for the southern city. Three trains of eight coaches each departed on the Illinois Central, Chicago and Alton, and Wash-bash lines, and in addition one section of a train on the Alton left at 10:30 with the Rhode Island delegation.

The delegations were divided as follows:
ILLINOIS CENTRAL—Alabama, California, Florida, Illinois, Kentucky, Louisiana, Massachusetts, Mississippi, Montana, New Hampshire, New Jersey, North Carolina, Oregon, Rhode Island, South Carolina, Tennessee.

CHICAGO AND ALTON—Colorado, Connecticut, Idaho, Iowa, Kansas, Michigan, Missouri, North Dakota, Pennsylvania, Texas, Virginia, Washington, West Virginia, Wyoming.

WASHBACH—Arkansas, Delaware, Georgia, Indiana, Maine, Maryland, Minnesota, Nebraska, Nevada, New York, Ohio, South Dakota, Utah, Vermont, Wisconsin.

It is expected that all the trains will arrive in St. Louis between 8 and 7 this morning and reach the fair grounds half an hour later.

The first delegates to leave Chicago departed on the Pennsylvania line at 6:30 in the evening for the east. It was the Leeds special. This was followed by another Pennsylvania special which left fifteen minutes later with most of the state delegation.

Speaker Cannon departed late in the afternoon for his home in Danville. "No exposition for me—no just yet," he said. "I want to rest up."

The Massachusetts delegates left at 8:30 for St. Louis on their private train. In midnight the hotels were in a normal condition once more.

TELLS OF EBBS AND FLOWS

Ex-President Cleveland Defends His Course in Using Federal Troops.

OLNEY AS HIS COUNSELOR

Clash With Governor Altgeld Detailed in Article in McClure's Magazine.

Grover Cleveland, former President of the United States, tells the story of the great Pullman strike of 1884 in Chicago, and the measures to suppress it which were adopted by the United States government in the July number of McClure's Magazine. The article reveals Richard Olney, Attorney General, as the President's legal adviser for the exercise of federal power, and contains many interesting state papers.

Eugene V. Debs, the directing force in the strike, the ex-President plainly considers a willful violator of the law and his lead of a conspiracy against interstate commerce and the transmission of mails.

Concerning John P. Altgeld, who as Governor of Illinois, sought to keep federal troops out of the state, Mr. Cleveland's opinion is revealed in this passage:

"The Constitution provides that the United States shall protect each of the states against invasion, 'and on application of the legislature cannot be convened, against domestic violence.' There was plenty of domestic violence in the City of Chicago, and in the State of Illinois during the early days of July, 1884, but no application was made to the federal government for assistance."

STORY OF THE CONFLICT.

In the introduction to his story the former President fixes upon the year 1884 as "the most troublous and anxious year of the second administration. After recounting the many difficulties of his office and of the country he passes to account of the events leading up to the sending of troops to Chicago.

"In the last days of June, 1884," he writes, "a very determined and ugly labor disturbance broke out in the City of Chicago. Almost in a night it grew to full proportions of malevolence and danger. Rioting and violence were its early accompaniments, and it spread so swiftly that within a few days it had reached nearly the entire western and southwestern sections of our country. Railroad transportation was especially involved in its attacks. The carriage of the United States mails was interrupted, interstate commerce was obstructed and railroad property was riotously destroyed. . . . Railroad property was lost more or less affected in twenty-seven states and territories, and in all these the transportation of the general government was to a greater or less extent invoked."

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 At the special meeting of the stockholders of the American Car and Foundry Company yesterday, the proposition to classify the members of the board of directors so that the terms of all should not end every year was withdrawn, owing to serious opposition by some of the largest holders of the stock. The plan was criticised severely by the eastern financiers. Their regular annual meeting of the stockholders will be held in Jersey City to-morrow. The financial statement for the year is made and the policy with regard to future dividends on the common stock will be determined.

Frankfort Eve. Crescent. JUN 24

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Triumphs. JUN 21 1904

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Record

Three Chicago men were honored by the Mayor for Builders' Association at Seneca, N. Y., yesterday. W. E. Appleback was elected president, Joseph H. Huber first vice president and Joseph W. Taylor secretary.

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and upon the advice of Attorney General Olney a sweeping injunction against Eugene V. Debs and other leaders of the American Railway Union was obtained from Judge P. S. Grosscup. This injunction, according to the reports received in Washington, was defied and mail trains were delayed. July 3, 1894, United States Marshal Arnold sent a dispatch saying:

"No force less than the regular troops of the United States can procure the passage of the mail trains and enforce the orders of the courts."

The dispatch was indorsed by Judge Grosscup and by Edwin Walker and Thomas E. Michrist, attorneys.

GENERAL MILES IN CHARGE.

Two days before the sending of Marshal Arnold's dispatch, according to the narrative, orders had been issued to General Miles to arrange for the transportation of the troops at Fort Sheridan to Chicago. July 4 General Miles arrived in Chicago and took personal command.

Notwithstanding the efforts of the troops to preserve peace, rioting increased, and July 8 an executive proclamation was issued commanding dispersion of all persons engaged in unlawful actions. July 10 Eugene V. Debs and other officers of the union were arrested on indictments charging them with "complicity in the obstruction of mails and interstate commerce."

Three days later the special counsel expressed the opinion that the strike was practically broken. The second arrest of Debs and his associates, then at liberty on bonds, on the charge of contempt of court, ended everything, and July 20 the last of the troops were withdrawn from Chicago.

Concerning the sending of the officers to jail for contempt, Mr. Cleveland says:

"Instead of giving bail for their freedom pending the investigation of this charge against them, as they were invited to do, they preferred to be committed to custody—perhaps intending by such an act of martyrdom either to revolve a warning cause or to create a plausible and justifying excuse for the collapse of their already foredoomed movement. Debs himself, in speaking of this event afterward, said: 'As soon as the employees found that we were arrested and taken from the scene of action they became demoralized, and that ended the strike.'"

VEKED BY ALTGELD.

A synopsis of Governor Altgeld's dispatch, which the writer pronounces "remarkable," and President Cleveland's reply follow:

"It became at once evident," says the narrative, "that the governor was unwilling to allow the matter at issue between us to rest without a renewal of argument and protest. On the 7th day of July he addressed to me another long telegraphic communication, evidently intended to be more severely accusatory and insistent than its predecessor."

The dispatch closed with the governor's demand that the troops be withdrawn. Mr. Cleveland confesses that his "patience was somewhat strained" when he sent to the governor the answer that suggested:

"In this hour of danger and public distress discussion may well give way to active efforts on the part of all in authority to restore obedience to law and to protect life and property."

SUSTAINED BY COURT.

The final decision of the United States Supreme Court in the Debs case, read by Justice Brewer, upholding the action of Judge Grosscup and the commitment to jail of Debs, is commented upon by Mr. Cleveland as follows:

"In the opinion read by the learned justice, the inherent power of the government to execute by means of physical force through its official agents, on every foot of American soil, the powers and functions belonging to it, was amply vindicated by a process of reasoning, simple, logical, unhampered by fanciful distinctions, and absolutely conclusive; and the government's resort to the court, the injunction issued in its aid, and all the proceedings thereon, including the imprisonment of Debs and his associates, were fully approved."

"Thus the Supreme Court of the United States has written on the concluding words of this history, tragical in many of its details and in every line provoking sober reflection. As we gratefully turn its concluding page, those most nearly related by executive responsibility to the troublous days whose story is told, may well congratulate themselves, especially on their participation in marking out the way and clearing the path, now unchangeably established, which shall hereafter guide our nation safely and surely in the exercise of its functions, which represent the people's trust."

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tains revolving chairs upholstered in light blue plush. The windows are immense for a train, so that the picturesque scenery may be seen to great advantage. The reading room contains a table, chairs and a book-case and writing desk combined. After going through these cars we went to another wing in the Transportation Building and saw a panorama, that is, views of different scenes in Germany. Then we went to the Fine Arts Building and spent about an hour and a half in a small portion of the west wing. A person could spend days in this building and then not see it thoroughly. About 8:15 we went on the Pike. We visited the Diamond Palace, Japanese Bazaar, Temple of Mirth and took a ride on the Scenic Railway. We then went on the lagoon and took a ride on a steam launch for a quarter. It was a 25 minutes ride on the water and was splendid. We arrived home about ten minutes to eight and we were good and tired.

Record. JUL - 1 1904

ABSORBER SYSTEM

Rock Island Announces Acquisition of St. Louis, Kansas City Road.

WILL DROP PRESENT NAME

Good Service Promised on Branch of Eastern Illinois Soon to be Opened.

Two important announcements were made by the management of the Rock Island yesterday. One is to the effect that on July 1 the St. Louis, Kansas City and Colorado, which has been completed between St. Louis and Kansas City, will be absorbed by the Rock Island, becoming the St. Louis division of that system. The name, St. Louis, Kansas City and Colorado will be dropped. The second announcement is that the new Chicago-St. Louis line of the Eastern Illinois Road will be opened during the latter part of July, when a first-class service will be inaugurated with new coaches and new Pullman sleepers.

In connection with the absorption of the St. Louis, Kansas City and Colorado the following appointments were made public: C. E. MUM, to be general superintendent of transportation; W. J. HANCOCK, assistant general superintendent at St. Louis; J. O. CHICKLER, general superintendent at Kansas City; THOMAS ROOPER, superintendent of motive power.

Mr. Crockett, formerly superintendent of mails and telegraph, has also been appointed general superintendent of the southwestern district of the Rock Island to succeed H. E. Byram, resigned.

NEW ST. LOUIS LINE.

The opening of the new double track line of eastern Illinois will mean a great deal to the Rock Island system, as well as to the Southwest and Chicago. The new short line was obtained by constructing sixty-two miles of road between Woodland and Villa Grove, Ill., nineteen miles between Pana and Findlay and eighty-two miles between Pana and East St. Louis. The road has been laid with eighty-five-pound steel rails, a gravel ballasted and all bridge work is of concrete and steel. In order to obtain a short line the Eastern Illinois has ignored location of towns in Illinois and built an air line between Woodland and Villa Grove. On this portion of the line the following new towns have been platted: Bryce, eighty-seven miles from Chicago; Hawks, ninety-eight; Heilly, 103; Ellis, 108; Royal, 120; Glover, 125; Tipton, 129; Brock, 140. On the new Pana division the following new towns have been platted: Westport, 101 miles from Chicago; Henton, 194, and Dollyville, 199 miles.

Examiner. JUL - 2 1904

EMPLOYEES TO LOSE
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PULLMAN.

Lack of Contracts for Cars Is Reason Given by Company Officials for Making Reductions in Working Force.

Reductions in the force of employees at the Pullman Works of the Pullman Company began yesterday by the laying off of 350 men of various trades. According to Secretary Vice President Thomas H. Wickes others will be let out as rapidly as work now in progress is completed.

There are 5,500 men and girls now employed at the works and the prospects for new orders are said to be unfavorable. "The falling off of work occasioned the reduction in the number of employees," said Mr. Wickes. "The outlook for new contracts is not bright. Large sums will be expended but the reductions will be made gradually as fast as contracts on hand are finished. Reports were current last night that 1,500 had been laid off at Pullman but this Mr. Wickes denied.

A new contract system for employees at

Evening News. JUL - 2 1904

PULLMAN COMPANY CUTS FORCE

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Other car-manufacturing companies are expected to follow the example of the Pullman company.

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Four hundred employes in the carshops of the Pullman company at Pullman have been laid off, and several hundred more, it is expected, will be thrown out of work within a short time, as a result of a decrease in the volume of business. Officials of the company say they are unable to tell when the present slack conditions will end, and it may be several months before the men can go back to work.

Two hundred and fifty employes received notices yesterday that their services would be dispensed with for the present. They are employed in various capacities in the construction of cars, and were laid off as soon as their work was completed. Previous to yesterday men were dropped from the pay rolls as the work on hand decreased.

"If present business conditions continue several hundred more men will be laid off within the next thirty to sixty days," said Vice President Wickes of the Pullman Company last evening. "There is a scarcity of orders for new cars and no work for the men to do. I expect that other car companies throughout the country will be obliged to follow our example."

American. JUL - 2 1904

Prior to the Fourth of July holiday the Pullman shop employes were reduced in number to-day. Reported figures show that about 300 men were released, but no alarm signals, as it is understood that the working period will be kept at about the dull months of July and August many men will be permitted to take leave of absence. Others are expected to be permitted to go within a few days, and the present slack will give encouragement to the annual retrenchment policy of the dull summer months.

Post JUL 2 1904

FORCE CUT AT PULLMAN.

Car Company Lays Off 250 Men Because Business Is Slack—More May Follow.

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Inter-Ocean. JUL - 3

NEARLY 1,500 MEN MADE IDLE.

Employes in All Trades at the Pullman Car Shops Are Summarily "Laid Off."

WABASH ENTERS PITTSBURG.

President Ramsey Entertains Guests on First Passenger Train.

Special Dispatch to The Inter Ocean, PITTSBURG, Pa., July 2.—To the accompaniment of cheering thousands and the tremendous din of factory and steamboat whistles the first passenger train on the Wabash railroad, Pittsburg's sixth great trunk line, pulled out for St. Louis at 4 o'clock this afternoon with President Joseph Ramsey, Jr.'s, private car and ten Pullmans filled with representative men of the community. President Ramsey had as his guests on the trip about 300 persons, including the city officials of Pittsburg and Allegheny, the county officials and others. At Mingo Junction, Ohio, a banquet was arranged on either side of the track. The first regularly scheduled passenger train on the Wabash left the city at 7:30 p. m. with a full train load of passengers.

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Two hundred and fifty employes received notices yesterday that their services would be dispensed with for the present. They are employed in various capacities in the construction of cars, and were laid off as soon as their work was completed. Previous to yesterday men were dropped from the pay rolls as the work on hand decreased. "If present business conditions continue several hundred more men will be laid off within the next thirty to sixty days," said Vice President Wickes of the Pullman Company last evening. "There is a scarcity of orders for new cars and no work for the men to do. I expect that other car companies throughout the country will be obliged to follow our example."

American, JUL - 2 1904

Prior to the Fourth of July holiday the Pullman shop employes were reduced in number to-day. Reported figures show that about 250 men were discharged, but no alarm prevailed, as it is understood that the situation, notwithstanding the fact that work will be permitted to take form of advance orders for new cars, will be maintained for some time. It is expected that the present stock orders are completed by the middle of the month, and the discharge to the annual retrenchment policy of the dull summer months.

Post

FORCE CUT AT PULLMAN.

Car Company Lays Off 250 Men Because Business Is Slack—More May Follow.

Lack of orders for new cars has compelled the Pullman company to cut down the working force in its shops at Pullman. Two hundred and fifty men were let out yesterday, making 400 who have been laid off within a short time. Vice President Wickes says several hundred more men will be thrown out of work if business conditions do not improve. It is expected other car manufacturing concerns will follow the example of the Pullman company.

Inter-Ocean, JUL - 3

NEARLY 1,500 MEN MADE IDLE.

Employes in All Trades at the Pullman Car Shops Are Summarily "Laid Off."

WABASH ENTERS PITTSBURG.

President Ramsey Entertains Guests on First Passenger Train.

Special Dispatch to the Inter Ocean. PITTSBURG, Pa., July 2.—To the accompaniment of cheering thousands and the tremendous din of factory and steamboat whistles the first passenger train on the Wabash railroad, Pittsburg's sixth great trunk line, pulled out for St. Louis at 4 o'clock this afternoon with President Joseph Ramsey, Jr.'s private car and ten Pullmans filled with representative men of the community.

President Ramsey had as his guests on the trip about 300 persons, including the city officials of Pittsburg and Allegheny, the county officials, and others. At Mingo Junction, Ohio, a banquet was arranged on the new Mingo bridge. Tables were ranged on either side of the track. The first regularly scheduled passenger train on the Wabash left the city at 7:30 p. m. with a full train load of passengers.

CAR MAKERS PROFITS

American Company Made Far Less in Past Fiscal Year Than Formerly.

CHICAGO'S STOCK MARKET

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Reports Compared.

The income account compares as follows:

Total earnings	\$ 5,585,879	\$ 8,447,000	\$ 5,633,228
Minority interest	10,750,423	10,750,423	10,750,423
Net	\$ 4,480,112	\$ 7,402,681	\$ 4,686,653
New construction	183,240	342,720	391,061
charged off			
Balance	\$ 4,496,903	\$ 7,059,962	\$ 4,295,612
Preferred div.	2,100,000	2,100,000	2,100,000
Balance	\$ 2,396,903	\$ 4,959,962	\$ 2,195,612
Common div.	500,000	500,000	500,000
Surplus	\$ 1,496,903	\$ 4,459,962	\$ 1,695,612
Previous surplus	10,750,423	10,750,423	10,750,423
Total	\$12,227,316	\$18,700,423	\$16,870,511

The general balance sheet as of April 30, 1934, compares as follows:

ASSETS		
Cost of property, etc.	\$57,690,109	\$57,960,706
Stocks and bonds of other companies	1,790,214	1,813,863
Materials on hand	6,654,814	13,133,864
Accounts and notes receivable	5,627,161	4,613,587
Cash	4,880,363	2,465,006
Total	\$76,000,718	\$84,085,076

LIABILITIES		
Preferred stock	\$30,000,000	\$30,000,000
Common stock	30,000,000	29,430,000
Accounts payable	2,611,428	12,330,406
Pay rolls	211,974	424,218
Surplus account	12,227,316	10,750,464
Total	\$76,000,718	\$84,085,076

The company's working capital on April 30 was \$14,627,156, as compared with \$13,600,888 April 29, 1933.

Pass the Dividend.

The directors yesterday passed the dividend on the common stock for the quarter ended June 30. This stock, which in 1933 was on a 4 per cent dividend basis, was in February of this year reduced to 2 per cent. The passing of the dividend is due to trade conditions, which show much depression. The output of cars is 32 per cent below that of last year, and the company's general business shows a falling off of 20 per cent. The directors state that under conditions as outlined no other course remained than the passing of the dividend on the common shares.

The regular quarterly dividend of 1 1/2 per cent on the preferred stock was declared. At the annual meeting of the stockholders

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Envelope
Foldout
 Insert

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The Illinois State Federation of Labor is engaged in an investigation into the working of the new labor law. The statute provides for the cancellation of all contracts with private corporations for the products of prison labor. Officials have visited shops to see whether this is properly in operation. Reports will be made at the meeting of the executive board of the federation at the Briggs' house this afternoon.

The free employment bureau, opened June 28 by the Chicago Employees' association, already has received 450 applications for positions. Secretary F. W. Job says nearly two-thirds of this number are union men. Eighty-four trades were represented. In the same time 275 references were inquired into and 190 positions filled. The bureau has offices at 225 Dearborn street.

Twenty-nine men were laid off at the Sixty-first street barns of the South Side Elevated company. One of them asserted that they were told to remove their union badges and were discharged because they refused. Company officials denied this and said the closing of the Washington park track was responsible for diminishing the force.

Inter-Ocean July 3

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Reports Compared.

The income account compares as follows:

	1904.	1903.	1902.
Total earnings	\$ 5,585,000	\$ 8,447,000	\$ 8,368,000
Renewals, repairs, etc.	965,707	1,044,350	817,275
Net	4,619,293	7,402,651	7,550,725
New construction charged off	183,240	342,720	391,063
Balance	\$ 4,436,053	\$ 7,059,932	\$ 7,159,662
Preferred div.	2,148,000	2,148,000	2,148,000
Balance	\$ 2,288,053	\$ 4,911,932	\$ 5,011,662
Common div.	361,000	361,000	361,000
Surplus	\$ 1,927,053	\$ 4,550,932	\$ 4,650,662
Previous surplus	1,073,433	6,070,551	6,070,551
Total	\$12,227,316	\$10,730,453	\$8,670,561

The general balance sheet as of April 30, 1904, compares as follows:

ASSETS.

	1904.	1903.
Cost of property, etc.	\$57,000,100	\$57,000,100
Stocks and bonds of other companies	1,700,214	1,813,960
Material on hand	6,054,814	10,153,804
Accounts and notes receivable	5,277,101	9,613,587
Cash	4,989,250	2,465,066
Total	\$75,060,718	\$84,085,076

LIABILITIES.

	1904.	1903.
Preferred stock	\$30,000,000	\$30,000,000
Common stock	20,000,000	20,000,000
Auditor's vouchers	2,011,428	12,380,406
Pay rolls	211,974	254,376
Surplus account	12,227,316	10,730,454
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The company's working capital on April 30 was \$14,827,556, as compared with \$13,603,688 April 30, 1903.

Pass the Dividend.

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American. JUL - 3 1904

The Correct Etiquette

A REQUEST comes from a reader for advice concerning what to wear at the St. Louis Exposition and it contains a hint—just the least bit of a hint—that this is to be the writer's initial experience in a " sleeper.

The sleeping car experience is always a trying one to the novice, so trying that many mistakes are made by those who are too timid to ask for information.

In the first place, the traveling bag for a night's journey is quite a different proposition from the one used for the short trip. The bag should be large enough to contain the articles I enumerate in the next paragraph—and a small, lightweight suit case (the kind used by men generally) is more convenient, to my mind, than the ordinary bag carried by the average woman.

This case can be spread open upon the berth when preparing for the night and also when dressing in the morning, and after the traveler is ready for sleep it can be set up on its side and stowed away at the foot of the berth. A bag that opens well is almost as convenient, although an entire waist with its belongings may be kept free from dust and dirt in the suit case over night.

There should be in the bag a small leather case for toilet articles. This should contain in the rubber pockets and under straps one's tooth brush, nail brush, comb and brush, soap, tooth paste, nail cleaner, button hook and horn and face sponge and powder, if the latter be used. This case is kept compact by its strap and is most convenient to carry to the dressing room at night and again in the morning.

The other articles in the bag should be a suit of soft, easy slippers and a dressing sacque or wrapper of muslin or of silk in Summer, or challis in Winter. If making a long journey it is safer to carry two sacques, one thick and one thin, as an occasional cold night overtakes one. This sacque or wrapper should be made to cover the neck and arms in order to afford complete protection. Be sure not to wear anything to attract attention.

One with neck and sleeves trimmed with perfectly clean lace—a china silk, for in-

stance—of pink, blue or white will take but little room and yet will look well in the morning.

Now, our traveller, who will be the sole occupant of her berth, unless she has a child to care for, will ask to have her



"She may now take her toilet case and go to the dressing room."

berth made up early, and if it be a lower petticoat and slippers, the latter to be discarded. Just one—and the husband or brother always carried just before going to sleep for a com- all takes the upper one—she will get behind formidable night, and if it be very hot in the

ber curtains and while sitting upon the edge of her berth will dispose of her hat, pocket her coat, her skirt and her waist.

The hat should be put in an extra pillow hat case obtained upon request from the porter, all or else in a silk bag often carried for the purpose. She will then fold her skirt cut lengthwise, her coat in like manner and on her waist in such a way as to protect it as much as possible from the dust which I will creep in at night as well as day.

All of these articles may then be stowed away in the trough-like places on top of the seats at both ends of the berth. All the small belongings, such as one's purse, and one's collar, one's belt, etc., may be put in between the net hammock which the porter hangs by next the window.

The shoes may be put at the foot of the berth and the corsets should be done up in big pieces of cheese cloth carried in the bag and for the purpose and placed in the hammock with the small belongings.

The Particulars Nicely in the Dressing of the Curtains.

Now, our traveller finds herself in her petticoat and sacque, or wrapper, and with her feet in slippers she may now take her toilet case and go to the dressing room.

An old well—a thin one—should be part of her belongings, for with this she can keep out her hair tidy during the night. This is placed securely around her entire hair.

She may do this in the dressing room. She should be particularly dainty in the dressing room, using her own soap and other toilet articles, returning them to the case, which she takes back to her berth and places in the hammock.

Everything in the dressing room should be left clean and in readiness for the next comer, and it is extremely bad form to take more than ten or fifteen minutes, if the car is full of the skirts and even corsets left in the dressing room by careless or thoughtless women. But this is something the well-bred woman all

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The Correct Etiquette of Traveling in a Sleeping Car.

By Mrs. Linda Hull Larned,
Author of
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purpose. She will then fold her skirt and sewe as easily disarranged by someone her waist in such a way as to protect it, as much as possible from the dust which will creep in at night as well as day.

All of these articles may then be stowed away in the trough-like places on top of the seats at both ends of the berth. All small belongings, such as one's purse, one's collar, one's belt, etc., may be put in between the windows in either berth may the net hammock which the porter hangs

next to the window.

The shoes and the corsets are removed. The shoes may be put at the foot of the berth and the corsets should be done up in a piece of cheese cloth carried in the bag for the purpose and placed in the hammock with the small belongings.

The Particular Nicety in the Dressing of the Curtains.

Now, our traveller finds herself in her petticoat and sacque, or wrapper, and with her toilet case and go to the dressing room.

An old veil—a thin one—should be part of her belongings, for with this she can keep her hair tidy during the night. This is planned secretly around her entire hair.

She may do this in the dressing room. She should be particularly dainty in the dressing room, using her own soap and other toilet articles, returning them to the case, which she takes back to her berth and pieces in the hammock. Everything in the dressing room should be left clean and in readiness for the next comer, and it is extremely bad form to take more than ten or fifteen minutes, if the car is full of women. I have frequently seen waists and skirts and even corsets left in the dressing room by careless or thoughtless women, but this is something the well-bred woman would never be guilty of.

Now, our traveller is ready in her sacque, petticoat and slippers, the latter to be discarded just before going to sleep for a comfortable night, and if it be very hot in

the car she is justified in asking the porter to open the ventilators or to put a screen in the window by her feet. This later or conse advised cinders as well as case obtained upon request from the porter, or else in a silk bag often carried for the

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Now, our traveller is ready in her sacque, petticoat and slippers, the latter to be discarded just before going to sleep for a comfortable night, and if it be very hot in

the car she is justified in asking the porter to open the ventilators or to put a screen in the window by her feet. This later or conse advised cinders as well as case obtained upon request from the porter, or else in a silk bag often carried for the

purpose. She will then fold her skirt and sewe as easily disarranged by someone her waist in such a way as to protect it, as much as possible from the dust which will creep in at night as well as day.

All of these articles may then be stowed away in the trough-like places on top of the seats at both ends of the berth. All small belongings, such as one's purse, one's collar, one's belt, etc., may be put in between the windows in either berth may the net hammock which the porter hangs

next to the window.

The shoes and the corsets are removed. The shoes may be put at the foot of the berth and the corsets should be done up in a piece of cheese cloth carried in the bag for the purpose and placed in the hammock with the small belongings.

The Particular Nicety in the Dressing of the Curtains.

Now, our traveller finds herself in her petticoat and sacque, or wrapper, and with her toilet case and go to the dressing room.

An old veil—a thin one—should be part of her belongings, for with this she can keep her hair tidy during the night. This is planned secretly around her entire hair.

She may do this in the dressing room. She should be particularly dainty in the dressing room, using her own soap and other toilet articles, returning them to the case, which she takes back to her berth and pieces in the hammock. Everything in the dressing room should be left clean and in readiness for the next comer, and it is extremely bad form to take more than ten or fifteen minutes, if the car is full of women. I have frequently seen waists and skirts and even corsets left in the dressing room by careless or thoughtless women, but this is something the well-bred woman would never be guilty of.

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his toilet articles. This is all that is necessary to say to a man. It is very easy for a man to travel compared to a woman's disabilities.

LINDA HULL LARNED.



"It is very easy for a man to travel compared to a woman's disabilities."

pieces of milk chocolate covered with tin-foil, and for a small box of unsweetened biscuit, or crackers, as we call them. These will almost take the place of a meal if the dining car or meal station is lost, and this happens occasionally.

Also a silver or glass cup and a fruit knife are most necessary accessories for the particular traveller. I would not soon see the ordinary drinking cup than the ordinary comb which one sometimes finds fastened to a string in certain sections of the country.

Proper dressing has much to do with the etiquette of travel. The outfit to be prepared for a visit to the Exposition must be entirely of the sensible, practical, everyday kind, unless one expects to be entertained while there. Many functions are not only open but enticing to the visitor who goes well introduced. Besides the functions at private homes given by our friends—and St. Louisans are most hospitable—there are invitations for the receptions at foreign pavilions and different State homes. For these rather dressy but unspoolable gowns of voile or some light material with semi-dressy hats and light kid gloves are necessary. If these functions are on the grounds long storm coats may be carried and checked in the parcel room at the entrance, to be sent for in case of need.

The majority of women now, rather than to interfere with their neighbor across the way, dress and undress in a sitting posture, and it takes a most supple and agile person to perform this act with any degree of comfort. But if we were to tell how we could improve our sleeping cars and even our day coaches it would make another story, and then possibly it would be of no avail, because Mr. and Mrs. America are such easy victims.

When undressing a man removes his coat, waistcoat, trousers and shoes, and puts all but his waistcoat in the ends of the berth. The waistcoat he folds and puts in a safe place nearby. If, then, if the weather is hot, removes his shirt, folds it and keeps it clean, as a woman her waist. A man usually takes his things to the dressing room, as it contains

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-COPY-

Envelope

 Foldout
 Insert

Traveling in a Sleeping Car.

er she is justified in asking the porter to open the ventilators or to put a pane in the window by her feet. This is more desirable under any circumstances, but to many the air is so necessary as to be preferable to cleanliness. The inside of the berth should be drawn, since the outside is easily disarranged by persons passing through the narrow aisle.

If a woman occupies the upper berth, she will almost dress and undress in the berth, for after she is once in it she will rarely be like to descend again until morning. The porter brings the steps for this use and descent, and the electric button from the windows in either berth may be used to call him.

During the night the occupant of the upper berth desires to descend she should hesitate to ring for the porter. It is business, and his movements may be easily accelerated by the tip which he is custom to give him when he makes the berth. It is not so convenient to have one's belongings in the upper berth, although the pegs found there may be used for this purpose. One always has his hair up there, however, being in close proximity to the ventilators. After the morning the hair, which has not been taken down—although the unaccountable combs are removed—which has come in fairly good shape owing to the protection of the veil, may be neatly dressed by the dressing room. The porter should be cautioned to leave the berth unmade if the occupant has returned to it and neatly finished her toilet.

Intimacy of Passes That One Must Take to Be Most Convenient. These intimate touches may be accumulated in the dressing room, although it is either courteous or convenient to change dress there unless one may have it cleaned and without annoyance to others for at least half an hour.

There will be crowds going and coming from this room, and our traveler must remember that every woman in the car requires the use of the dressing room the moment she wants it herself, so the dressing possible should be done in the berth.

For this purpose a small mirror on a stand which may be carried in the bag or suit case, is a most convenient accessory. This may be taken in place of the usual hand mirror. A bottle of cologne slightly diluted with water, may be used for washing purposes in one's berth, and

pieces of milk chocolate covered with tinfoil, and for a small box of unvarnished biscuits, or crackers, as we call them. These will almost take the place of a meal if the dining car or meal station is lost, and this happens occasionally.

Also a silver or glass cup and a trust knife are most necessary accessories for the particular traveler. I would no sooner see the ordinary drinking cup than the ordinary comb which one sometimes finds fastened to a string in certain sections of this country.

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The majority of women now, rather than to interfere with their neighbor across the way, dress and undress in a sitting posture, and it takes a most amiable and agile person to perform this act with any degree of comfort. But if we were to tell how we could improve our sleeping cars and even our day coaches it would make another story, and then possibly it would be of no avail, because Mr. and Mrs. American are such easy victims.

When addressing a man remove his coat, waistcoat, trousers and shoes, and place all but his waistcoat in the ends of the berth. The waistcoat be folded and placed in a safe place nearby. If the weather is hot, remove his shirt, roll it up and keep it clean, as a woman never would. A man usually takes his hat to the dressing room, as it contains

By Mrs. Linda Hull Larned,
 Author of
 "The Hostess of To-Day,"

his toilet articles. This is all that is necessary to say to a man. It is very easy for a man to travel compared to a woman's disabilities.

LINDA HULL LARNED.



"It is very easy for a man to travel compared to a woman."

several small oil linen or cheese cloth rags to be thrown away afterwards are a convenience in place of wash cloth or sponge. Of course there should be room in the bag for the book or magazine, the pin cushion and needle and thread case, and for some

**FALSE PULL-
MAN NEWS****City Papers Report Wholesale
Lay-Off at Car Shops
Wrongly.****GROSSLY EXAGGERATED.****Customary Slackening of Business
Every Summer Made Occasion of
Misleading Articles—Three Hun-
dred Men Laid Off for Few Weeks.**

Another damaging story has been published in the city papers relating to an alleged wholesale lay-off of the workers in the Pullman shops. Last December the Chicago Tribune published what was an absolute falsehood to the effect that the shops were to be closed down and that 5,000 men would be thrown out of employment. The story created consternation among the local merchants at the time until the story was authentically denied by this paper.

Again the Calumet Record is called upon to deny a similar canard published in the Tribune July 2. The item as printed follows:

"Nearly 1,500 employes of the Pullman company were 'laid off' at the Pullman car shops yesterday. All trades were affected. Officials of the company assert that it is necessary to cut down expenses and that the orders on hand do not require so large a force."

The fact of the matter is that the Pullman company has laid off between two hundred and three hundred men for a few weeks, as is customary every summer during the dull season. The works will be running full force again next fall, and the men are ready for the lay-off and expect it.

The careless practice of the city papers in handling local news of this character cannot be too strongly condemned. Such reports do incalculable harm to local trade and tends to demoralize business at the local stores.

The Tribune and other city papers have made the item ten times as bad as it really is. Officials of the Pullman company indignantly deny the report and are greatly incensed at its publication.

AMERICAN CAR AND FOUNDRY COMPANY.

The annual report of this company for the fiscal year ending April 30, 1904, shows the effect of the reduction in the demand for equipment. Earnings fell off \$2,861,151 from the figures of 1902-3, and for the past year amounted to \$5,585,879. The company has made a substantial reduction of \$298,113 in its depreciation and construction charges, but the amount reported as available for distribution in the current year is \$4,496,863, as compared with \$7,059,902 during 1902-3. The regular rates of dividend—7 per cent. on the preferred and 3 per cent. on the common—were, however, declared, leaving a surplus for the year of \$1,496,863, as compared with \$4,059,902 in 1902-3. This liberal distribution of earnings was apparently made on the strength of the accumulated surplus of the company, which now stands at \$12,227,316. The total working capital is reported at \$14,627,156, which represents the amount by which current assets exceed current liabilities. The company has no floating debt, properly speaking, and there are no bonds outstanding.

**RY. REVIEW
JULY 2, 1904****Rules for Cleaning Passenger Cars.**

At a recent conference of public health officials held at Washington, D. C., a set of resolutions on the cleaning of passenger cars was introduced by the representatives from Colorado, and caused much discussion. It will be reported upon at next year's meeting. The proposed rules require that all carpets, upholstery and cloth furnishings that can be removed, be thoroughly cleaned outside the car by means of compressed air. All cloth furnishings permanently fixed within car be cleaned in situ by means of compressed air. Floors, plinths, etc., after moistening, be thoroughly cleaned of dust and gross dirt by means of compressed air. All linen, after being used once, be thoroughly washed before being used a second time. Blankets and all non-washable fabrics be removed from the car and exposed to the action of sunlight for as long a period as possible. Cupboards and their contents be thoroughly sterilized by being subjected to the action of steam under pressure until sterilization is complete. Car containing blankets, draperies, etc., exposed, be thoroughly fumigated with formaldehyde, using 500 c. c. to each 1000 cubic feet of air space, for as long a period as possible. All cars be cleaned in the above manner as often as possible, and not less than once weekly. Distilled, or water equally as pure, be used for portable purposes, and none other be supplied.

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Fig. 1—Exterior View, New Cafe Coach for the Canadian Northern Ry.

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The car is equipped with the Martin system of steam heat in connection with the Martin hot water heater. The lighting is furnished by the Commercial Acetylene Co.'s system of acetylene gas lighting. The lamps in the dining compartment are in groups of four flames and those in the coach part in groups of two. The standards, as can be seen in the illustration, are of an elaborate design in brass.

A new feature appears in these cars, in that they have folding-hinged vestibule doors in the

Journal bearings..... M. C. B. 60,000 bronze
Platform Standard steel

Railroad Day at the World's Fair.
July 14 has been set aside as Railroad day at the St. Louis exposition. Efforts are being made to interest prominent railroad men in the project, and a large number of them have already signified their attention of being present.

The admission to the St. Louis Exposition for the week ended July 2nd, were 540,340—an average of 90,058 a day. The total admissions from the opening, April 30th, to July 2nd, inclusive, were 3,498,923.



Interior View of Cafe Coach for the Canadian Northern Ry.



Fig. 1—Interior View of Cafe Coach for the Canadian Northern Ry.

New Combination Cafe Coach for the Canadian Northern Ry.

The Canadian Northern Ry. has recently put into service a number of combination cafe coaches built by the Barney & Smith Car Co., which we illustrate herewith.

These cars present a very neat exterior appearance, as can be seen in Figure 1, and a very attractive interior, shown in Figures 3 and 4. The main body of the car is fitted out with coach seats in the ordinary way, and at one end is placed the kitchen and a small dining room, seating 12 persons. Between the dining compartment and the coach proper is a solid partition having a doorway in which the door swings one way only into the coach and is fitted with a lock. The interior of the car is finished in mahogany without extensive ornamenta-

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vestibule opening between cars. The general dimensions and special fitting are given in the following list:

Length	70 ft.
Width	9 ft. 10 1/2 ins. over sills
Width of deck openings	5 ft. 6 in.
Sills	S. S. pine, side sills composite
Sill plates	8 x 1/2 in. x 21 ft. on side sills
Sheathing outside	Narrow poplar
Flooring top	Double 13-16 in. S. pine; top course edge grain
Under floor	13-16 in. S. pine
Deafening	Dry shavings
Cartrins	Iron, 2x 1/2 ins.; wood, cottonwood
Style of deck	Empire, half elliptic
Springs	Draft, 8 1/2 x 3 in., 2 coils
Body bolsters	Double 8x1 in.
Brakes	Westinghouse
Braking power	80 per cent
Gage trucks	4 ft. 8 1/2 ins.
Wheel base trucks	10 ft. 6 ins.
Wheels	36 in. wrot center
Tire	Steel 5 1/2 x 3 1/4 ins.
Axles	36-in. duplicate elliptic
Springs, bolster	8x10 in., 3 coils
Springs, equalizer	8x10 in., 3 coils
Brake beams	Nat'l hollow, adjustable head
Brake shoes	Christie cast iron

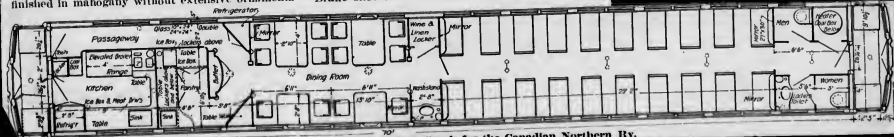


Fig. 2—Floor Plan of Cafe Coach for the Canadian Northern Ry.



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Sills8 x 8, pine, side sills composite-sill plates
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Flooring topNarrow poplar
Double12-16 in. S. pine; top course edge grain
Under floor12-16 in. S. pine
Deafening	.....Dry shavings
Carlinis	.....Iron, 2x4 ins.; wood, easternwood
Style of deck	.....Emphas, half elliptic
Stirrups	.....Draft, 6 1/2 x 8 in., 2 coils
Body bolsters	.....Double 8x1 in.
Brakes	.....Westinghouse
Trailing power	.....200 per cent
Clutch trucks	.....4 ft. 8 1/2 ins.
Wheel base trucks	.....10 ft. 6 ins.
Wheels	.....26 in. wrought iron
Tire	.....Steel 5 3/8 x 3 1/2 ins.
Coil springs	.....Steel
Coil springs, bolster	.....36-in. duplicate elliptic
Coil springs, equalizer	.....8x10 in., 2 coils
Coil springs, equalizer	.....3/4 in. hollow, adjustable head
Coil springs, equalizer	.....Christie cast iron

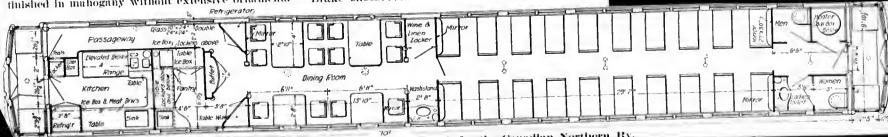


Fig. 2—Floor Plan of Cafe Coach for the Canadian Northern Ry.

CHRONICLE

JULY 10, 1904

THOUSAND WILL LOSE JOBS

Branch Plants of Illinois Steel Company Ordered to Be Closed.

Special Telegram.
JOLIET, Ill., July 8.—The converter at the Joliet plant of the Illinois Steel Company closed tonight and the blast mill will close down Sunday morning. This will result from 800 to 1,500 employees. There were 500 idle before, as the result of closing the rod mills.

INTER OCEAN

JULY 10, 1904

Will Have Own Refrigerator Cars.

The Pennsylvania railroad has decided to build or buy all the refrigerator cars necessary to meet the demands of its patrons, and, as soon as possible, will terminate its contracts with private car lines. An order has just been given to commence immediately at the Altoona shops the construction of 500 refrigerator cars. This order will restore to the pay rolls about 100 men who were dropped at the Altoona shops several weeks ago, and all the employees will resume working fifty-five hours a week, instead of half time. The building of the 500 refrigerator cars, with other routine work in the Altoona shops, insure all the men steady work for the remainder of the year at least.

RECORD

JULY 14, 1904

ELECTRIC FANS IN COACHES.

Pere Marquette Line Installs a Novelty on its Cars.

Two novelties in the way of passenger train equipment have been inaugurated by the Pere Marquette Railroad between Chicago and Grand Rapids. They are electric fans and luncheon cars. In each end of every coach and also in the baggage cars is placed a large electric fan, propelled by power furnished from the axles. Power for electric lamps throughout each train is also secured from the same source.

The luncheon cars are placed in the forward part of each train. In exterior appearance they resemble a baggage car. Inside a luncheon counter runs on one side the entire length of the car, where luncheon is served during the entire trip. The luncheon cars are attached to the train leaving Chicago at 12 o'clock noon every Friday and Saturday.

RAILWAY REVIEW

JULY 16, 1904

The private car "Savannah," belonging to Mr. Geo. W. Vanderbilt, was burned at Baltimore, N. C., last week.

EXAMINER

JULY

NEW ST. LOUIS ROUTE TO OPEN AUGUST 1

New York, July 16.—President Davidson of the St. Louis & San Francisco Railroad says the new service line between Chicago and St. Louis, which cost about \$5,000,000, will be first opened to traffic on Monday, August 1. There will be through service in each direction between the two cities on a schedule of nine or ten hours. This new route, which is 201 miles long, is double tracked, and was formed by the construction of a Chicago & Eastern line double-tracked, out of connection with the line between Chicago and St. Louis.

RAILWAY WORLD

JULY 16, 1904

EVOLUTION OF PASSENGER TRAIN EQUIPMENT.

For the information of its agents who are engaged in selling tickets and providing accommodations for the traveling public, George J. Charlton, general passenger agent of the Chicago and Alton Railway, has issued the first of a short series of pamphlets devoted to the "Evolution of Passenger Train Equipment." The first treats of the passenger car.

"American railroad travel during its infantile period covering the first twenty years," says Mr. Charlton, "though affording accommodation and service considered expeditious and unusually comfortable, was performed under conditions and with equipment which to-day would cause a riot. The first cars were merely single stage-coach bodies placed on four-wheeled platforms. Springs were unknown; flat unflanged wheels revolved their grinding course over rails composed at first of wooden planks, and later of flat iron strips nailed on timbers laid end to end. Grades and curves were of the most rudimentary character, and the general effect on the passenger was a continuous jolt. A trip of 150 miles involved several transfers, occasional derailments, and every man was his own porter and baggage check. With improvement in the locomotive the standard of comfort to the traveler has advanced a hundred fold. The bogie truck

in lieu of the wheeled platform; car springs, couplers, upholstered seats, air brakes, heating and lighting appliances, ventilators, cross ties, upright rails, flanged wheels, the telegraph service, and signal devices, all played their parts."

The evolution of the Pullman car will be treated in the next pamphlet, and a brief history of the locomotive will follow.

TRIBUNE

JULY 20, 1904

General Financial News.

It is announced that the Pullman company has laid off a large number of men during the last three weeks. The reason given is that new work has failed to develop in the volume expected.

CHRONICLE

JULY 20, 1904

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BOSTON TRANSPORT

JULY 1904

SYSTEMATIC SMUGGLING

Another Pullman Car Employee Involved in the Evasion of Duty on Clothes Brought from Canada

Systematic smuggling of clothes from Canada into the United States, especially into Boston, is suspected by Treasury Department authorities. The first evidence of it coming to public attention was reported last week, when Roger Robinson, a Pullman car porter, was arrested on the charge of smuggling. This forenoon another employee of the Pullman Car Company, William Fessenden, a Negro, was arrested on a complaint charging him with facilitating the transportation and delivery to G. W. Gregerson of a suit of clothes on which no duty has been paid. He was detained in the United States district attorney's office until the papers were prepared and then placed under arrest. Upon being arraigned before United States Commissioner Fiske he pleaded not guilty, and had his case continued until tomorrow, bail being fixed at \$500.

It is believed by the authorities that he worked in cooperation with the Negro who was arrested last week, though no connecting evidence has come to light yet. His arrest was brought about by the investigation made by Charles P. Dowd, one of the agents of the force under Treasury Agent Johnson of Boston.

A prominent clothing house in Canada is thought to be involved, its method of operation including the employment of Pullman car employees to convey the goods from Canada into the United States. This is said to be an easy way of evading the customs officials, and may be subjected to a thorough investigation before the present cases are finished. A few days more may bring out more developments.

CHRONICLE JULY 10, 1904

THOUSAND WILL LOSE JOBS

Branch Plants of Illinois Steel Company Ordered to Be Closed.

(Special Telegram)
JOLIET, Ill., July 10.—The converter at the Joliet plant of the Illinois Steel Company closed tonight and the billet mill will close down Sunday morning. This will affect from 800 to 1,000 employes. There were 500 idle before, as the result of closing the rod mills.

INTER OCEAN JULY 10, 1904

Will Have Own Refrigerator Cars.
The Pennsylvania railroad has decided to build or buy all the refrigerator cars necessary to meet the demands of its patrons, and, as soon as possible, will terminate its contracts with private car lines. An order has just been given to commence immediately at the Altoona shops the construction of 500 refrigerator cars. This order will restore to the pay rolls about 100 men who were dropped at the Altoona shops several weeks ago, and all the employes will resume working fifty-five hours a week, instead of half time. The building of the 500 refrigerator cars, with other routine work in the Altoona shops, insures all the men steady work for the remainder of the year at least.

RECORD JULY 14, 1904

ELECTRIC FANS IN COACHES.

Pere Marquette Line Installs a Novelty on Its Cars.

Two novelties in the way of passenger train equipment have been inaugurated by the Pere Marquette Railroad between Chicago and Grand Rapids. They are electric fans and luncheon cars. In each end of every coach, and also in the baggage cars, is placed a large electric fan, propelled by power furnished from the axles. Power for electric lamps throughout each train is also secured from the same source.

The luncheon cars are placed in the forward part of each train. In exterior appearance they resemble a baggage car. Inside a luncheon counter runs on one side the entire length of the car, where luncheon is served during the entire trip. The luncheon cars are attached to the train leaving Chicago at 12 o'clock noon every Friday and Saturday.

RAILWAY REVIEW JULY 16, 1904

The private car "Savannah," belonging to Mr. Geo. W. Vanderbilt, was burned at Biltmore, N. C., last week.

EXAMINER ----- JULY

NEW ST. LOUIS ROUTE TO OPEN AUGUST 1

New York, July 16.—President Davidson of the St. Louis & San Francisco Railroad says the new short line between Chicago and St. Louis, which cost about \$2,000,000, will be open to regular traffic Monday, August 1. There will be through service in each direction between the two cities on a schedule of nine or ten hours. This new route, which is 291 miles long, is double track and was formed by the construction of a Chicago & Eastern Illinois Railroad cut-off connecting with the Illinois River system.

RAILWAY WORLD JULY 16, 1904

EVOLUTION OF PASSENGER TRAIN EQUIPMENT.

For the information of its agents who are engaged in selling tickets and providing accommodations for the traveling public, George J. Charlton, general passenger agent of the Chicago and Alton Railway, has issued the first of a short series of pamphlets devoted to the "Evolution of Passenger Train Equipment." The first treats of the passenger car.

"American railroad travel during its infantile period covering the first twenty years," says Mr. Charlton, "though affording accommodation and service considered expeditious and unusually comfortable, was performed under conditions and with equipment which to-day would cause a riot. The first cars were merely single stage-coach bodies placed on four-wheeled platforms. Springs were unknown: flat unflanged wheels revolved their grinding course over rails composed at first of wooden planks, and later of flat iron strips nailed on timbers laid end to end. Grades and curves were of the most rudimentary character, and the general effect on the passenger was his own porter and baggage check. With improvement in the locomotive the standard of comfort to the traveler has advanced a hundred fold. The bogie truck in lieu of the wheeled platform; car springs, couplers, upholstered seats, air brakes, heating and lighting appliances, ventilators, cross ties, upright rails, flanged wheels, the telegraph service, and signal devices, all played their parts."

The evolution of the Pullman car will be treated in the next pamphlet, and a brief history of the locomotive will follow.

TRIBUNE JULY 20, 1904

General Financial News.

It is announced that the Pullman company has laid off a large number of men during the last three weeks. The reason given is that new work has failed to develop in the volume expected.

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BOSTON TRANSPORT

JULY 1904

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T. E. KINSEY GETS PROMOTION

W. M. Camp Also Promoted to Atlanta District Superintendency of Pullman Co.

The news of the appointment of T. E. Kinsey, district superintendent of the Pullman company at Atlanta, to be district superintendent at Philadelphia, was handed yesterday. News of the promotion came the announcement that Assistant Superintendent William M. Camp has been promoted to the position of district superintendent in Atlanta.

The announcement of the promotion of these two Atlantans was received with genuine pleasure on every side in the Atlanta railroad world yesterday. Since Mr. Kinsey's arrival in Atlanta the Pullman service has been so greatly improved as to be responsible for deserving compliments from all parts of the entire southeast which is embraced in his territory. While his many friends were more than glad to hear of his promotion to the Philadelphia district, which is one of the largest and most important in the entire country, they all expressed sincere regret that the change necessitated his leaving Atlanta.

Mr. Camp, too, was the recipient of congratulations and there isn't a harder working or more competent superintendent in Atlanta. As assistant superintendent he has become familiar with his new duties and as he has for a long time been well known for his knowledge of details connected with the company, the people of the south are assured of continued good service so far as the Pullman cars are concerned.

**THE ATLANTA JOURNAL
JULY 21, 1904**

**KINSEY AND CAMP PROMOTED
BY THE PULLMAN COMPANY**

Superintendent and Assistant Get Better Positions—Kinsey to Philadelphia and Camp in Atlanta.

T. E. Kinsey, who has been district superintendent of the Pullman Car Company at Atlanta for a number of years, has been made district superintendent of the company at Philadelphia, and will leave Atlanta at once to assume his new duties. William M. Camp, who has been assistant superintendent of the company here, has been promoted to the superintendency. The announcement of these changes, which are splendid promotions for both officials, came Wednesday afternoon, and both Mr. Kinsey and Mr. Camp have received many congratulations from their hundreds of friends.

Both men are well known in the railroad world, and for many years have demonstrated their fitness to do any work assigned them. Mr. Kinsey's many friends regret that it will be necessary for him to go to Philadelphia, where he is glad, nevertheless, of his advancement. Mr. Camp will take up the duties of the superintendent at once.

**RY. AGE
JULY 22, 1904**

Great Salt Lake Cut-Off.—It is announced that passenger traffic over the Union-Southern Pacific's Lucin cut-off across Great Salt Lake will begin on August 15. Since the completion of this costly work several months ago some freight trains have been run over it, but it was decided not to run passenger trains until the settling had ceased.

C. D. ROGERS' LARGE INSURANCE

Chicagoans Carried \$20,000 Life and Accident Protection.

C. D. Rogers, the Chicagoan who was killed in an automobile accident in Connecticut, carried \$20,000 of life and accident insurance, the greater part of which had been taken out within a year. He took out \$10,000 in the Prudential first August, and \$10,000 in the Mutual Life of New York, which also had been taken out recently in the Connecticut Mutual Life. He had \$15,000, which he had carried for five years. He also had \$20,000 of accident insurance, which becomes a claim. The double benefit does not apply in this accident insurance, as he was not in a public vehicle when the accident occurred.

C. D. Rogers' Body Here.—The remains of Charles D. Rogers reached Chicago yesterday, and the funeral will be held from the residence at 4008 Ellis avenue at noon tomorrow. Rev. W. H. Puleford will officiate, and the active pallbearers will be young men who were in Mr. Rogers' employ. Honorary pallbearers will be T. H. Wickes, John H. Wood, Edward Hienke, W. C. John, U. W. Wintimier, W. J. Wells, Owen Thorne, W. Wintimier, W. J. Wells, Owen Thorne and Irving T. Hartz. Interment will be at Oakwood. Mr. Rogers' will, brief and to the point, was read yesterday, and bequeathed all his property to the widow.

Mrs. Mary Crandell Rogers. It was signed Jan. 9, 1905, with J. Rosenthal and Andrew Kirsch as witnesses.

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TWO PROMOTIONS.

Mr. T. E. Kinsey, of the Pullman Palace Car company, has been promoted to a position in Philadelphia, and Mr. W. M. Camp, his former assistant, will take his place as superintendent of the Atlanta district. Both of these gentlemen are popular officials, not only because of their conspicuous ability, but because of the unflinching courtesy which they have displayed towards the public in the prosecution of their business. Their many friends will feel gratified that their merits have been given the recognition which they deserve.

**EXAMINER
JULY 1904**

**NEED NOT KEEP THEIR
COATS BUTTONED TIGHT**

Protect of Pennsylvania Railroad Conductors Results in Changed Order.

The threat of the Passenger conductors of the Pennsylvania Railroad to send a committee to protest to General Manager Atterbury against the recent order that conductors, brakemen and uniformed employees about the Union Station must keep their coats buttoned while on duty has been fruitful of results. The order has been revoked, and the uniformed employees now get some measure of relief from the heat of warm days.

The Pennsylvania Railroad, with all its progressiveness, is about the only one of the big railroads of the country that makes no provision for a change of uniform. The winter weight uniforms are worn the whole year round, the only change from cap worn during the Summer months.

RUSH TO RESERVATION

**One Railroad Alone Carries
30,000 to Newly Opened
Rosebud Lands.**

BOOKS ARE SOON TO CLOSE

**Wabash Line Refuses to Enter
Any Fight Against Michi-
gan Central.**

Officers of the railroads operating between Chicago and the points in South Dakota near Rosebud reservation report that the movement of homeseekers has exceeded all expectations, one railroad, the Chicago and Northwestern, having carried over 30,000 people to Rosebud, Fairfax and Yankton. Yesterday was the last day upon which travelers could leave Chicago and reach the promised land in time to register, the books closing to-morrow night. It is estimated that the railroads have made \$1,000,000 out of the movement. The travel has been confined to two railroads, the Chicago and Northwestern and Chicago, Milwaukee and St. Paul.

WABASH OUT OF FIGHT.
The Wabash Railroad yesterday refused to join in any fight against the Michigan Central or any other railroad east bound from Chicago on the differential fare principle as applied to Grand Army rates from Chicago or points west of this city to Boston. It was the prevailing opinion that the Wabash Road would take the initiative and announce rates lower than any named. The Wabash, however, does not waive the differential fare principle as applied to excursion business, and announces that it will meet the reductions made by any line—in other words, that while it will not take the initiative in reductions it will maintain its position to make as low rates as are made by any line. A meeting of rate clerks of the western roads will be held in Chicago to-day to consider the request of the Michigan Central Railroad that the western roads quote as low rates over this road as are made by any line.

RUSSELL HARDING'S RISE.
Russell Harding, who was yesterday elected president of the Pennsylvania Railway and vice president of the Cincinnati, Hamilton and Dayton and Chicago, Cincinnati and Levee Railroad, is now vice president of the Missouri Pacific system, with headquarters in St. Louis. Mr. Harding was born in Springfield, Mass., and is 48 years old. He has been in railroad service thirty-four years, starting as an office boy for the paymaster of the Fossil and Ogdensburg Railway, the paymaster being his father. He afterward became a telegraph operator and then a civil engineer. Mr. Harding's election to the presidency of the Pere Marquette would add to this system as well as the Cincinnati, Hamilton and Dayton, had been made by the Gould interests.

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Good Service Appreciated.

The promotions give two of the best known officials of the Pullman Palace Car Company in this city will meet the hearty approval of all those who have a knowledge of the excellent service these gentlemen have rendered the great institution with which they are connected.

Mr. T. R. Kinsey, who has for several years held the highly responsible position of superintendent of the district of which Atlanta is the headquarters, has been transferred to an even more important post at Philadelphia. He is succeeded in the Atlanta office by Mr. W. M. Camp, who has been his efficient assistant and whose qualifications for the higher post are in this way given substantial recognition by his superiors.

Both of these gentlemen, by their uniform courtesy as well as through their splendid business talents, have done much to promote the Pullman interests in this division; and both have hosts of friends among railroad officials and the traveling public who extend hearty congratulations not only to these gentlemen themselves, but to the company, upon their selection to posts of greater responsibility and higher usefulness.

ATLANTA NEWS.
JULY 22, 1904**DESERVED PROMOTIONS.**

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RAILWAY WORLD
JULY 23, 1904**VENTILATION OF PASSENGER CARS.**

Officials of railroad companies are much interested in the investigations now being conducted by the boards of health of certain large cities with the object of securing better ventilation for street cars. St. Louis, Chicago, New York, Boston, Brooklyn and Baltimore are among the cities struggling with the problem. For twenty years the Pullman Company has sought for a perfect system of ventilation; for ten years the Pennsylvania Railroad has maintained an experimental laboratory at Altoona with the same end in view, while systems have been proposed and devices patented almost without number in an effort to solve the problem satisfactorily.

"It seems not improbable that if a vote of the traveling public were to be taken as to the most needed improvement in passenger cars," says Dr. C. B. Dudley, chemist of the Pennsylvania system, "a large majority would name better ventilation. It is fair, in justice to the railroad companies, to say that this problem is not ignored by them. They know that passenger coaches are not properly ventilated." In no other public places of such limited dimensions, except perhaps in trolley cars in cities, are a great many people so often and so long confined.

As a result of its experiments, the Pennsylvania Railroad has recently adopted a system by which the air is passed up through the floor (the air being heated in winter) by means of slots and through tubular apertures under each seat into the aisle. More than 1,000 passenger coaches have been fitted up in this way, the system being declared the most expensive and elaborate in use. Other railroads have adopted other means to attain the same end.

TRIBUNE
JULY 29, 1904**NEWS OF THE RAILWAYS.****PULLMAN COMPANY LEVS GO**
JULY 2,000 MEN.

Big Reduction in Force Is Due to Decrease in Orders for Cars—Officials Expect to Re-employ All the Workers Before Winter — Northwestern Millers Protest Against the Grain Rates—All Roads Expected to Meet Great Western's St. Paul Out.

Lack of demand for new cars has compelled the Pullman company to let go fully 2,000 men from its shops since July 1. Officials of the company say the shops are pretty well caught up on all contracts and new orders are coming in slowly. They expect, however, a big improvement in the business in the fall, when the re-employment of all the men let out during the summer will become necessary.

For three or four years the Pullman company has maintained a large complement of men, and, while the reduction appears large at this time, there are said to be more hands at work now than formerly during periods of what were regarded as normal times. It is figured out by experts that about one-fifth part of the freight cars now in service on the railroads in this country must be renewed each year, to say nothing of additional equipment the companies must build or purchase to keep pace with increasing business.

From present indications the railroads of this country will fall far short of filling their own requirements this year, and it is reasonable, therefore, to assume that the necessities which should have been supplied during 1904 will come in addition to the needs of 1905.

RECORD
JULY 28, 1904

Marshall Field of Chicago, P. C. Knox of Pennsylvania and Mrs. Knox and Oscar G. Murray, president of the Baltimore and Ohio Railroad, were among the passengers who sailed to-day on the White Star Line steamer Oceanic.

William Coleman has been arrested on suspicion of being the man who stole \$30,000 worth of jewelry from Mrs. Clark, daughter-in-law of Mrs. Henry Goldman Fetter, at Cooperstown, N. Y.

RY. AGE
JULY 29, 1904

Mexican Car & Foundry Company, Hutchins miles north of the City of Mexico, awarded contract to John Hooper for the construction of fittings, as follows: Erecting shop, 350 by 50 feet shop, 200 by 80 feet; machine shop, 200 by 80 working shop, 250 by 80 feet; foundry, 200 by wheel and truck shop, 50 by 80 feet; store, 84 templets and pattern shop, 100 by 50 feet. Tition of this company was noted several months proposed to erect a large plant for the manufacture of Mexican railways. Isaac M. Hutchinson, general manager; W. H. Horn, treasurer; Ned tary.

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Lack of demand for new cars has compelled the Pullman company to let go fully 2,000 men from its shops since July 1. Officials of the company say the shops are pretty well caught up on all contracts and new orders are coming in slowly. They expect, however, a big improvement in the business in the fall, when the reemployment of all the men let out during the summer will become necessary.

For three or four years the Pullman company has maintained a large complement of men, and while the reduction appears large at this time, there are said to be more hands at work now than formerly during periods of what were regarded as normal times. It is figured out by experts that about one-fifteenth part of the freight cars now in service on the railroads in this country must be renewed each year, to say nothing of additional equipment the companies must build or purchase to keep pace with increasing business.

From present indications the railroads of this country will fall far short of filling their car requirements this year, and it is reasonable, therefore, to assume that the necessities which should have been supplied during 1904 will come in addition to the needs of 1905.

**RECORD
JULY 28, 1904**

Marshall Field of Chicago, F. C. Knox of Pennsylvania and Mrs. Knox and Oscar G. Murray, president of the Baltimore and Ohio Railroad, were - Marshall Field among the passengers - Sails for Europe. who sailed to-day on the White Star Line steamer Oceanic.

William Coleman has been arrested on suspicion of being the man who stole \$60,000 worth of jewelry from Mrs. Clark, daughter-in-law of Mrs. Henry Godman Potter, at Cooperstown, N. Y.

**RY. AGE
JULY 29, 1904**

Mexican Car & Foundry Company, Hutchinles north of the City of Mexico, awarded contract to John Hooper for the construction of fittings, as follows: Erecting shop, 350 by 50 feet shop, 200 by 80 feet; machine shop, 200 by 80 working shop, 250 by 80 feet; foundry, 200 by 1 wheel and truck shop, 60 by 80 feet; store, 80 templates and pattern shop, 100 by 50 feet. The tion of this company was noted several months proposed to erect a large plant for the manufacture of Mexican railways. Isaac M. Hutchinson, general manager; W. H. Horn, treasurer; Ned tary.

NEWS OF THE TRADE

BALTIMORE AND OHIO OPENS NEW PA BIRTHHOUSE.

Depot for Handling Inbound Business at Franklin and Park Streets—Western Passenger Association Declines to Continue 14 1/2 Day Excursions to St. Louis—Frisco to Chicago and Eastern Illinois Systems Make Reductions in the Shop Forces.

One of the finest freight houses ever erected in this city has just been opened for business by the Baltimore and O. B. railroad company. It is located at Franklin and Park streets, just west of the Grand Central station, and is designed for the handling of inbound freight.

The new structure is about 700 feet long, including platform at the south end, the main building being about 600 feet long. It has been especially constructed with a view of affording the most improved facilities for handling freight. Especially is this true in unloading from cars into the houses, the track space being ample to insure immediate unloading of cars.

Another important feature is the system of freight in the continuous door system, which makes it possible to accommodate a great number of wagons at one time. Arrangements have been completed for the immediate construction of an outbound freight house which practically will be a duplicate of the new inbound house. The entire expenditure for these improvements will approximate \$10,000.

Continue St. Louis Excursions.
The proposition to abandon the \$6 round trip coach excursion from Chicago to St. Louis has been defeated, it being decided at yesterday's meeting of the Western Passenger association to continue to run these excursions from Chicago every Tuesday and Thursday during August.

Denies Extension Report.
Vice President Logan of the Grand Trunk denies the story current last week that the Grand Trunk is to build a line from Manitowish, Wis., to Duluth. His road, he says, has no connection with any company that contemplates such a line.

Reduction in Shop Forces.
In accordance with an order issued by W. A. Nettleton, general superintendent of motive power, the St. Louis and San Francisco and Chicago and Eastern Illinois railroads have made a small reduction in shop forces. The order called for a 1 per cent reduction.

Electric Power in Tunnel.
Announcement has been made that the St. Clair Tunnel company has decided to abolish steam power and adopt electricity for moving trains through the Grand Trunk tunnel under the St. Clair river. A third rail system is to be put in at an expense of about \$50,000.

PROPOSE NEW RULES FOR CARS.
Railroads in the Local Association Offer a Plan to United States Attorney Bethes.

United States District Attorney Sol H. Bethes was furnished yesterday a copy of the revised rules of the Chicago Car Service association, a combination of twenty-five railroad companies alleged by the coal shippers of Illinois to be violating the Sherman anti-trust laws. Mr. Bethes refused to discuss the situation, but it was learned that the revised rules are not satisfactory to the shippers. It is considered probable that unless more concessions are made the shippers will urge Mr. Bethes to start proceedings in the federal court to dissolve the association out of existence altogether.

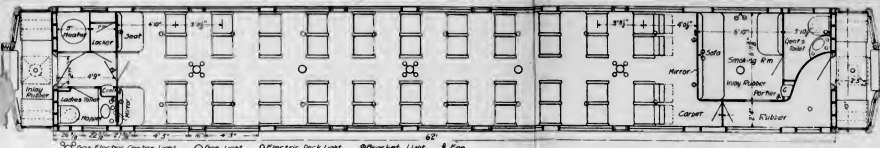


Fig. 2—Chair Car, American Car & Foundry Company's Exhibit at the World's Fair.

newly about 1880, and structures designed for 1880 conditions had to come out before 1900. This is an understatement rather than an exaggeration. I know of one structure in Michigan that has been removed no less than three times by one railroad. It is doubtful whether the limit in loads has yet been reached, but this is a matter for the railroad engineers to worry about, not for the bridge builder to lose sleep over.

Pin-connected spans have been the favorite type in the United States from the earliest days of metal bridge building. Some years ago quite a controversy arose between American and English engineers as to the relative merits of pin and riveted spans, the latter being the distinctly English type. American engineers apparently had the best of the argument, the pin structures being unquestionably lighter in weight and cheaper to erect. In recent years, however, a strong tendency has set in toward the use of riveted structures for spans of short or moderate length. Most bridge engineers would not now use pin designs for spans less than 125 feet, and a few railroads, such as the New York Central Railroad, have practically cut out spans altogether and are now making the riveted bridge their standard type. In Canada the riveted bridge has been in favor for some time by the leading railroad companies, being used quite generally for all spans up to 200 feet, whether single or double track.

There can now be no question that the English engineers were pretty much the right in their old contention in favor of riveted bridges—at least for spans less than 200 feet, which cover the bulk of ordinary railroad structures. American engineers, however, have by no means copied English designs, even if they are coming around to the English type.

American designs use longer panels and much deeper trusses, and on this account our structures are lighter, stiffer, better and cheaper than the English. For some occult reason the English engineer feels that the slope of his diagonal truss members must be exactly 45 degrees, if possible, and that the depth of truss must not exceed 3/4 the span. The adherence to these thumb rules makes his designs heavy and expensive, and, for short spans, often defective in their top chord bracing. They use different details, apparently taken from their shipbuilding practice, where probably there are good reasons for their use, for

at the present time is far exceeded by many shops, and there is now a single plant with an estimated monthly capacity of 50,000 tons. This is the new plant recently completed by the American Bridge Company, at Ambridge, near Pittsburgh. Some idea of the scale of the concern will be gained when it is known that provision has been made in the office for upward of 600 draughtsmen. Single pieces weighing 80 tons can be made and handled in this shop. Eyebars 18 inches wide can be made in the forge department.

Structures can be built today that would have been impossible a few years ago. This is the day of big things in bridge building, as well as in other lines of work. More huge bridges are under way than ever before. A 671-ft. cantilever span is being built over the Mississippi river, at Thebes, Ill. The Washburn Railroad is about completing two huge cantilevers—one of 700 feet span over the Ohio, and one of 812 feet over the Monongahela river. At Quebec a cantilever span is being built over the St. Lawrence river, with a record-breaking span of 1300 ft. At New York a 1600-ft. wire cable suspension bridge over the East river has just been completed, and contracts have been completed, and contracts have been let for a second bridge of cantilever construction, with a span of 1182 feet. Plans are under way for a third bridge of 1470 ft. span, suspension type, with eyebar cables.

In these last two structures, nickel-steel eyebars are to be used for the first time. The specifications for these bridges require full-sized annealed nickel-steel eyebars to have an ultimate tensile strength of not less than 85,000 pounds per square inch, whereas the minimum permitted for ordinary steel eyebars is only 56,000 pounds. It is thus apparent that the nickel-steel is about 50 per cent stronger than the ordinary steel, a gain of enormous importance in bridge building. If nickel-steel can be supplied at reasonable figures, it will be widely used, especially in long spans.

The former head of the United States Steel Corporation, Mr. Schwab, is evidently a believer in the future of nickel-steel, as he has covered the supply of nickel. His concern, the Orford Copper Co., is now arranging for the rolling of a quantity of nickel-steel plates and angles with a view to having bridge shops try them under the ordinary processes of construction. If no unforeseen difficulties are encountered, it should be feasible

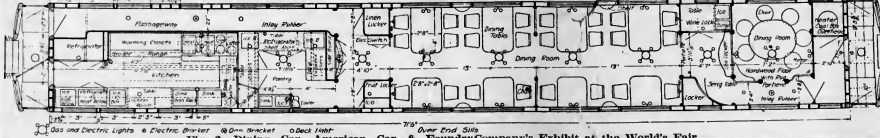


Fig. 3—Dining Car, American Car & Foundry Company's Exhibit at the World's Fair.

It must be admitted that they are masters of the art of shipbuilding.

During the past few years a marked improvement has been made in bridge floors. Timber floors are still in general use, but cross ties are now much more substantial than formerly, and the space between the ties has been reduced from 8 inches or more down to 4 inches. Some of the trunk lines are abandoning timber floors altogether, and are using solid metal floors carrying gravel or rock ballast. These floors are exceedingly satisfactory as to use, they are light and rigidly resist impact and vibration to a minimum. The only objection to such floors is their higher first cost and liability to deterioration by rust. The most common type of solid floor is the trough floor, but it is expensive and very difficult to protect against rust. It may interest the Society to know that the cheapest and best type of solid floor is one in general use on the Michigan Central Railroad, and is being used to an increasing extent by other roads. The proper name for this type would be "the Douglas solid floor."

In the last two decades great progress has been made by the manufacturers of bridges. General methods and processes have shown no radical changes; but better systems, more powerful machinery, pneumatic and electric handling devices have reduced costs. Bridge shops have greatly increased in number and in capacity. Fifteen years ago no single concern had a capacity to produce 1000 tons of bridge work per month. This output

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There is yet much to be done in the way of standardizing bridge specifications. Various opinions are still held by engineers regarding the quality of steel to be used, loads to be provided for, and permissible unit strains.

Prof. Heller, of the Ohio State University, has recently made an interesting comparison of railway bridge specifications. He made a detailed comparison of about 30 railroad specifications, and found a surprising lack of uniformity. Selecting a certain member of the bottom chord of a 134-foot span, he found, under a given loading, the total stress to be 270,000 pounds. Using the average of unit stresses of 25 different specifications he found 25.4 sq. ins. of metal required to resist this strain. The area required by the lightest specification was 11.4 per cent below the average, whereas the heaviest specification required 18.6 per cent more area, the total variation thus amounting to 30 per cent. He made similar calculations for the stringers of the same span, and

found a total variation of 55 per cent from the average.

Bridge designing is supposed to be one of the exact sciences, but it is very evident that there is no reason for bridge engineers to brag of exactness when their opinions of unit stresses vary to the extent shown above. It is to be hoped that, at some not very distant day, they will get together and adopt a standard specification. Strong efforts are now being made in this direction, and it is the devout wish of the bridge builder that they may be successful.

NEWS OF THE RAILWAYS.

BALTIMORE AND OHIO OPENS NEW FREIGHTHOUSE.

Depot for the Illinois Inland Business at Franklin and the Western Passenger Association decides to continue its \$6 Day Excursion to St. Louis, Frisco and Chicago and Eastern Illinois Systems Make Reductions in the Shop Forces.

One of the finest freight houses ever erected in this city has just been opened for business by the Baltimore and Ohio railroad company. It is located at Frank's and Folk streets, just west of the Grand Central station, and is designed for the handling of inbound freight.

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Another important feature to recipients of freight is the continuous door system, which makes it possible to accommodate a great number of wagons at one time.

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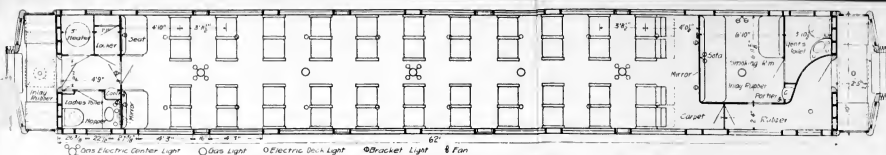


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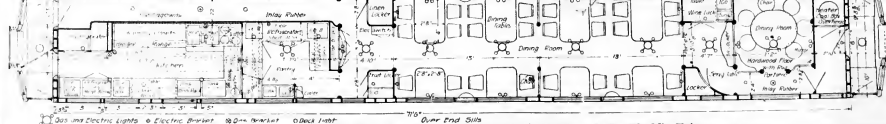


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**American Car & Foundry Co.'s Train Exhibit
at the World's Fair.**

The American Car & Foundry Co. have on exhibition in the Transportation Building at the World's Fair a train of six cars, built at their St. Charles works, for the Missouri Pacific Ry. Co., which are good examples of the latest in design and construction of a complete modern train on which there would be no extra charge for seats, and which includes all the conveniences demanded by the modern travelling public.

The train consists of a mail car, baggage and express car, smoking coach, day coach, chair car, and a dining car, all of which are finished with much care as to details as well as to general effect.

The mail car (Fig. 1) is built according to government specifications and is 60 ft. long in the clear inside and 66 ft. wide over side sills. It is mounted on 6-wheeled trucks having 38-in. steel tired wheels and 4½x3 in. steel axles. There are 8 side and intermediate sills 4x8 ins. and two center sills 5x8 ins. The side and center sills are lined with 2½x3-in. iron plate on each side. The end sills are in two parts with 3½x8-in. iron between, and also have an anti-telescoping plate on the bottom and a 2½x6-in. plate on inside face, angling against side plate. The end posts are reinforced with ¾x 8½-in. iron posts well bolted to end sill, posts and end plates. The ends and sides of the car are lined with ¼-in. poplar from sill to plate. The posts,

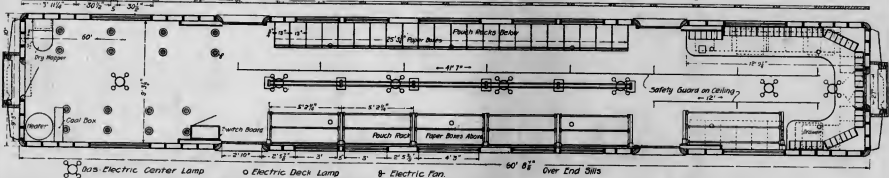


Fig. 1—Mail Car, American Car & Foundry Company's Exhibit at the World's Fair.

braces and girths are made of long light yellow pine. The center cross ties are of 8-in. twin channel with malleable iron truss rod struts; outside cross ties are 6-in. twin channel and there are four 1½-in. truss rods having ¼-in. ends. The floor is double the lower floor being in yellow pine and the top 1-in. maple. There is also a defective floor under car bottom. The windows are raised up high to allow the punch rack to pass below window sill.

The interior of the car is finished in quarter sawed white oak with ceiling painted white, and is arranged according to mail service requirements, with reversible letter cases, hanging paper boxes, Harrison punch racks, movable stanchions for storage of pouches, overlaid safety rods, water supply, etc.

The car is heated by a double coil hot water heater in connection with the Gold duplex steam heat.

The baggage and express car is of the same general dimensions as the mail car, but of slightly lighter construction, there being 6 center and intermediate sills 4½x3 ins. and 2 side sills 5x8 ins. of yellow pine and the sides are fitted with ¼-in. poplar instead of 1½-in. The floor is 1½ in. thick between side doors and there are fish racks at each end of the car which are lined with galvanized iron and provided with drain hoses.

The interior of this car is also finished in quarter sawed oak with the ceiling painted white. In center of the car, between side doors, are located on one side wardrobe, folding washstand, hopper water tanks and desk, and on the other the stove and coal box. The car is heated by the Gold Car Heating Company's direct steam heat, with a Spear stove as an auxiliary.

The two coaches are of the same construction, being 62 ft. long over end sills and 10 ft. wide over side sills. They are mounted on 4-wheeled trucks, having 38-in. steel tired wheels and 5x3-in. steel axles. The framing is the American Car & Foundry Co.'s standard, with 1½-in. blocking below belt rail and ¾ in. above. There are 6 center and intermediate sills 4½x3 in. and 2 side sills 5x8 in. The end sills, end posts and end plates are ironed the same as the mail car. They are fitted with Lavier patent twin channel steel platform for vestibuled cars, with cast steel buffers and draft lugs and twin draft springs.

The windows are grouped in pairs with a gothic arch of semi elliptic shape running over two win-

dows, glazed with opalescent glass and covered with clear glass on the outside to exclude the dirt. The windows are all double and glazed with 3-16-in. plate glass.

The interior design is Moorish, with elaborate Moorish inlaid ornaments. One car is finished in mahogany, with blue upholstery, carpet and ceiling, and the other is finished in oak-paneled with red upholstery, etc. The trimmings and lamps in both cars are of Persian brass in a Moorish design. The curtains are silk faced pantalone, provided with Forsythe curtain fixtures and are hung at the top rail of bottom sills, leaving the art glass above visible from the inside. The seats are the Scarritt Constook Mfg. Co.'s high back design, covered with frieze plush.

Each car will seat 72 persons. The heating is by a double coil hot water heater, in connection with the Gold Duplex steam heat.

The chair car is of a construction and size similar to the coaches, but it is mounted on 6-wheeled trucks instead of 4-wheeled. The interior arrangement can be seen from Fig. 2. At one end is the woman's toilet room on one side, and heater and linen locker on the other. The opposite end of the car has an enclosed smoking room with adjoining men's saloon and lavatory. The wood work throughout is of African mahogany in Louis XV style, with inlaid work, trimmings, ceiling and ornamentation to match. The general color scheme is green. The smoking room is finished in Flemish oak in a German Renaissance style and has a general color scheme of tan. The sofas are upholstered in tan colored leather and the ceiling and art glass are tan. The dining car—a floor plan of which shows in

the private dining room the floor is waxed quarter sawed oak and has a large Wilton rug. The floor in passages, pantry, etc., is covered with inlay rubber.

The dining chairs are upholstered on back and seats with embossed Spanish leather, the design matching the inlaid work of the car.

For water service there are three large overhead copper water tanks to supply the sinks, etc., and an air pressure system with tanks suspended beneath the floor. The usual provision, equipment and fuel boxes are suspended below the car floor. All lockers, as well as end doors, are provided with Yale locks fitted with master keys.

The dining car is heated with a double coil hot water steel heater in connection with the Gold Duplex steam heat. The heater pipes along each side of the car are covered with neat grills of bronze.

The lighting throughout the train is electricity, the current being furnished by the Consolidated Electric Light & Equipment Co.'s electric axis lighting equipment. There is also complete equipment for Hints gas to be used as an auxiliary. There are two electric fans in each of the coaches, three in the chair car and five in the dining car. The special equipment includes the following:

- A. C. & F. Co.'s standard trucks.
- Paige steel tired wheels.
- McCord oil boxes.
- Lavier high speed twin channel brake beams.
- Streeter steel back brake shoes.
- Lavier drawbar center device.
- Tower couplers.
- Ajax diaphragms.

Fig. 2—is 71 ft. 6 ins. over end sills and 79 ft. 4½ ins. over buffet. In general the construction is the same as for the chair car and coaches, with the exception of the ceiling, which has flat side decks and high dome-shaped center deck. The interior is finished in selected mahogany in German Renaissance style of architecture, with decorations in Art Nouveau. The general coloring is green.

This car has at the forward end, a private dining room containing an oval table and room for six to dine. This room is enclosed by panel work to the height of 40 ins. from the floor, above which is perforated grille with heavy drapery and silk valour draperies which can be drawn if desired to make the room private. Next to the private dining room is a locker on one side of car and the bar refrigerator on the other. This refrigerator is a Bohn white enamel with large ice chamber and bottle drawers for the cooling beers and wines. In the lower part. The upper part of the locker has a wide flexible door that slides up out of the way, and is provided with plenty of bottle racks, water cooler and sink for washing glasses, etc. Immediately in front of the private dining room is a serving shelf with lockers below for storing glasses. The main dining room is 26 ft. long, divided in the center by an arch. It has four double dining tables on one side and four single tables on the other, giving room for 24 people at one sitting, besides the six in the private dining room. Next to the main dining room is located a large Bohn refrigerator on one side and a large linen locker on the other. Centrally between the above mentioned lockers and in front of the pantry, is located the side board, having lockers below, a display counter and lockers above art glass doors.

The pantry is provided with sinks, crushed ice receptacle, ice cream locker, water cooler, water filter, dish warmer, coffee urn, refrigerator and lockers, with sliding doors for holding dishes, dry stores, etc., and the kitchen has the usual sinks, steam table with chafing dishes, roll and cup warmer, coffee urn, etc., and contains a Stearns improved dining car range with charcoal broiler and hot water boiler. The floor is covered with copper and has a removable wood matting. Ventilation in the kitchen is provided for by large trap ventilators in roof, in addition to an ordinary electric fan and an electric exhaust fan in roof of car. The floor in the main dining room is covered by a Biglow Wilton carpet with border and aisle strip to match.

Westinghouse air brake with high speed attachment.

Lavier patent twin channel steel platforms for vestibuled cars.

Lavier patent self lifting vestibule trap doors. Gold duplex steam heat.

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American Car & Foundry Co.'s Train Exhibit at the World's Fair.

The American Car & Foundry Co. have on exhibition in the Transportation Building at the World's Fair a train of six cars, built at their St. Charles works, for the Missouri Pacific Ry. Co., which are good examples of the latest ideas in design and construction of a complete modern train on which there would be no extra charge for seats, and which includes all the conveniences demanded by the modern travelling public.

The train consists of a mail car, baggage and express car, smoking coach, day coach, chair car, and a dining car, all of which are finished with much care as to details as well as to general effect.

The mail car (Fig. 1) is built according to government specifications and is 60 ft. long in the clear inside and 10 ft. wide over side sills. It is mounted on 6-wheel trucks having 38-in. steel tired wheels and 4½x8 in. steel axles. There are 8 side and intermediate sills 4x8 ins. and two center sills 5x8 ins. The side and center sills are lined with 2½x3-in. iron plates on each side. The end sills are in two parts with 3½x3-in. iron between, and also have an anti-telescoping plate on the bottom and a 2½x6-in. plate on inside face, angling against side plate. The end posts are reinforced with ¾x 1-in. iron posts well bolted to end sill, posts and end plates. The ends and sides of the car are fitted with 1¼ in. poplar from side to side. The posts,

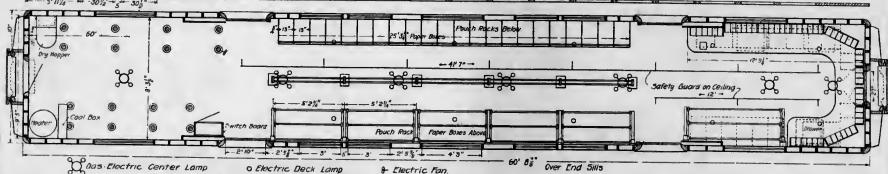


Fig. 1—Mail Car, American Car & Foundry Company's Exhibit at the World's Fair.

braces and girths are made of long light yellow pine. The center cross ties are of 8-lb. twin channels with malleable iron truss rod struts; outside cross ties are 6-lb. twin channel and there are four 1½ lb. truss rods having 1¼ in. ends. The floor is double, the lower floor being in yellow pine and the top 1-in. maple. There is also a defensible floor under car bottom. The windows are raised up high to allow the punch rack to pass below window sill.

The interior of the car is finished in quarter sawed white oak with ceiling painted white, and is arranged according to mail service requirements, with reversible letter cases, hanging paper boxes, Harrison punch racks, movable stanchions for storage of pouches, overhead safety rods, water supply, etc.

The car is heated by a double coil hot water steam heater in connection with the Gold duplex steam heat.

The baggage and express car is of the same general dimensions as the mail car, but of slightly lighter construction, there being 6 center and intermediate sills 4½x8 ins. and 2 side sills 4x8 ins. of yellow pine and the sides are fitted with ¾-in. poplar instead of 1¼-in. The floor is 1½ in. thick between side doors and there are fish racks at each end of the car which are lined with galvanized iron and provided with drain holes.

The interior of this car is also finished in quarter sawed oak with the ceiling painted white. In center of the car, between side doors, are located on one side wardrobe, folding washstand, hopper water tanks and desk, and on the other the stove and coal box. The car is heated by the Gold Car Heating Company's direct steam heat, with a Spear stove as an auxiliary.

The two coaches are of the same construction, being 62 ft. long over end sills and 10 ft. wide over side sills. They are mounted on 4-wheeled trucks having 38-in. steel tired wheels and 5x3-in. steel axles. The framing is the American Car & Foundry Co.'s standard, with 1¼-in. blocking below belt rail and ¾ in. above. There are 6 center and intermediate sills 4½x7½ in. and 2 side sills 4x8 in. The end sills, end posts and end plates are framed the same as the mail car. They are fitted with Lawler patent twin channel steel platform for ventilated roof, with cast steel buffers and draft lugs and twin draft springs.

The windows are grouped in pairs with a gothic sash of semi elliptic shape running over two win-

dows, glazed with opaque glass and covered with clear glass on one outside to include the dirt. The windows are all double and glazed with 2-16-in. plate glass.

The interior design is Moorish, with elaborate Moorish inlaid ornaments. One car is finished in mahogany, with lime upholstery, carpet and ceiling, and the other is finished in quilted mahogany, with red upholstery, etc. The trimmings and lamps in both cars are of Persian brass in a Moorish design. The curtains are silk faecel pantaloons, provided with Forsythie curtain fixtures and are hung at the top wall of bottom seats, leaving the air glass above and visible from the inside. The seats are the Securitic Comstock Mfg. Co.'s high back design, covered with freeze plush.

Each car will seat 72 persons. The heating is by double coil hot water heater, in connection with the Gold Duplex steam heat.

The chair car is of a construction and size similar to the coaches, but it is mounted on 6-wheeled trucks instead of 4-wheeled. The interior arrangement can be seen from Fig. 2. At one end is the women's toilet room on one side and heater and linen locker on the other. The opposite end of the car has an enclosed smoking room with adjoining men's saloon and lavatory. The wood work throughout is of African mahogany in Louis XV style, with inlay work, trimmings, ceiling and ornamentation to match. The general color scheme is green. The smoking room is finished in Finnish oak in a German Renaissance style and has a general color scheme of tan. The sofas are upholstered in tan colored leather and the ceiling and art glass are tan. The dining car—a floor plan of which shows in

the private dining room the floor is waxed quarter sawed oak and has a large Wilton rug. The floor in passages, pantry, etc., is covered with linum rubber.

The dining chairs are upholstered on back and seats with embossed Spanish leather, the design matching the inlaid work of the car.

For water service there are three large overhead copper water tanks to supply the sinks, etc., and an air pressure system with tanks suspended beneath the floor. The usual provision, equipment and fuel boxes are suspended below the car floor. All lockers, as well as end doors, are provided with Yale locks fitted with master keys.

The dining car is heated with a double coil hot water steam heater in connection with the Gold Duplex steam heat. The heater pipes along each side of the car are covered with neat grills of bronze.

The lighting throughout the train is electricity, the current being furnished by the Consolidated Electric Light & Equipment Co.'s electric arc lighting equipment. There is also complete equipment for kintex gas to be used as an auxiliary. There are two electric fans in each of the coaches, three in the chair car and five in the dining car. The special equipment includes the following:

- A. C. & F. Co.'s standard tracks.
- Lawler steel tired wheels.
- McConel oil boxes.
- Lawler high speed twin channel brake beams.
- Streeter steel back brake shoes.
- Lawler drawbar centering device.
- Tower couplers.
- Ajax diaphragms.

Fig. 3—is 71 ft. 6 ins. over end sills and 79 ft. 4½ in. over buffers. In general the construction is the same as for the chair car and coaches, with the exception of the ceiling, which has flat side decks and high dome-shaped center deck. The interior is finished in selected mahogany in German Renaissance style of architecture, with decorations in Art Nouveau. The general coloring is green.

This car has at the forward end, a private dining room containing an oval table and room for six to dine. This room is enclosed by panel work to the height of 40 ins. from the floor, above which is bronze grills with heavy 9-in. diameter drag-eyes which can be drawn if desired to make the room private. Next to the private dining room is a locker on one side of car and the bar refrigerator on the other. This refrigerator is a Boha white enamel with large ice chamber and bottle drawers for the cooling beers and wines, in the lower part. The upper part of the locker has a wide flexible door that slides up out of the way, and is provided with plenty of bottle racks, water cooler and sink for washing glasses, etc. Immediately in front of the private dining room is a serving shelf with lockers below for storing glasses. The main dining room is 26 ft. long, divided in the center by an arch. It has four double dining tables on one side and four single tables on the other, giving room for 24 people to dine at once, besides the six in the private dining room. Next to the main dining room is located a large Bohn refrigerator on one side and a large linen locker on the other. Centrally between the above mentioned lockers and in front of the pantry, is located the side board, having lockers below, a display counter and lockers above with art glass doors.

The pantry is provided with sinks, crushed ice receptacle, ice cream locker, water cooler, water filter, dish warmer, coffee urn, refrigerator and lockers, with sliding doors for holding dishes, dry stores, etc., and the kitchen has the usual sinks, steam table with chafing dishes, roll and cup warmer, coffee urn, etc., and contains a Stearns improved dining car range with charcoal broiler and hot water boiler. The floor is covered with ventilation in the form of a removable wood matting. Ventilation in the kitchen is provided for by large trap ventilators in roof, in addition to an ordinary electric fan and an electric exhaust fan in roof of car. The floor in the main dining room is covered by a Biglow Wilton carpet with border and aisle strip to match.

Westinghouse air brake with high speed attachment.

Lawler patent twin channel steel platforms for ventilated cars.

Lawler patent self lifting vestibule trap doors. Gold duplex steam heat.

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INSTALLS NEW TRAIN

Eastern Illinois Begins Service From LaSalle Station to St. Louis.

BUSINESS MEN AS GUESTS

Private Car Carries Railroad Officials and Merchants on the Initial Trip.

The new service of the Chicago and Eastern Illinois Railroad to St. Louis was inaugurated last night, when the initial train pulled out of the LaSalle street station at 6:10 o'clock. It will arrive in the Missouri town at 7 a. m. A private car attached to the rear of the train carried a party of prominent officials of the road, accompanied by business and newspaper men, who took the trip as guests of the company. The train had the most modern of equipment throughout. In addition to the private car and two of the latest Pullman scoopers, the train was made up of a combination baggage and smoking car, day coach and a reclining chair car.

TRAIN TO LEAVE DAILY.

The new train will leave daily hereafter and the equipment will be the same. A day train service from Danville to St. Louis will also be begun to-day, and as soon as the Chicago and Eastern Illinois tracks from Pana to St. Louis are completed a double train service, day and night, will be put on from Chicago.

In the meantime the new train will go over the Big Four tracks from Pana to St. Louis, a distance of eighty-two miles. The Chicago and Eastern Illinois Line between these points is being pushed rapidly to completion, and it is expected to be ready for traffic by Sept. 1.

Officials of the road who accompanied the train on its first run were:

- W. J. Jackson, general superintendent
- Bryan Snyder, passenger traffic manager.
- W. H. Richardson, general passenger agent.
- S. J. Cooke, general freight agent.
- Frank C. Bellis, assistant general freight agent.
- C. B. Glasgow, general agent of the freight department.

GUESTS IN PARTY.

Among the guests were:

- J. M. Howland.
- T. H. Plagsted.
- W. J. Wilson.
- J. B. Whitner.
- T. M. Johnson, jr.
- A. G. Hurkin.
- N. C. Gether.
- W. A. Scott.
- A. J. Farley.
- R. L. McMillan.
- G. W. Jones.
- J. Joseph Isaac.
- H. H. Johnson.
- W. S. Warren.

When the connecting link to St. Louis has been completed, the through line is opened and the double train service instituted, an eight-hour schedule will be put into effect.

PULLMAN SHOPS TO BE CLOSED DOWN

Lack of Orders Expected to Throw 6,000 Men Out of Employment

The Pullman company's car works at Pullman will close in a short time, and 6,000 workers will be thrown out of employment to remain idle for an indefinite period. That, at least, is the prospect at present, and there is little doubt that it will be fulfilled.

Twelve hundred workmen have been laid off since June 1 because of lack in business, and half a dozen departments of the plant are now idle. Work will be continued until present orders are completed. If no more orders come in by then, the establishment will close down. Reports have it that the shops will remain closed probably from four to six months. The length of time is a matter of speculation, but Vice-President T. H. Wickes said today that unless more orders were received the company's works would close.

Business Very Dull

"The business of car building has been remarkably dull for many months," said Mr. Wickes. "The railroad companies have been placing few orders for coaches with our company or any other. There are two reasons for this. In the last few years the railroads have been laying in a big supply of cars and have a large stock now on hand. Then railroad business has been falling off. It seems an off year for travel by rail. Why this is I don't know, but the receipts of the railroad companies show that it is a fact.

"For these reasons the Pullman company has received no orders for a long time. We have been compelled to lay off our workmen because there was no work for them. As work in the different departments was completed the departments were shut down. We still have a force of 4,800 men at work, and they will be kept at work until all present orders are filled.

Small Prospect of Orders

"It is possible there will be no shut-down. More orders may be received, though there seems no prospect of more orders in the near future. The works may be closed in a few weeks, and will be reopened as soon as business warrants it."

"If compelled to take this step, the company will do so with great regret. It dislikes to throw its employees out of work. The exigencies of the business, however, may demand the step."

The car works of the Pullman company are the largest of their kind in the world, and when running full-handed give employment to more than 6,000 men.

Stronger Cars Needed.

Every succeeding railroad accident appears to emphasize the fact that the human factor in railroading constitutes the greatest peril.

After every possible precaution has been taken there remains always the uncertainty of men's memory and nerves and endurance. A moment's inattention on the part of a tired engineer or a brief lapse of memory by a conductor undoes all that foresight and precaution can do.

It seems certain that railroad trains will continue to be wrecked. The obvious desideratum, therefore, is to minimize as much as possible the fatal consequences of such wrecks. It is pointed out that this may be done by increasing the strength of cars carrying passengers. Statistics indicate that much may be accomplished in this direction.

The last report of the Pullman company stated that during the preceding three years, during which it had carried 32,629,341 passengers, only six persons had been killed and only four seriously injured; in other words, only one traveler in 3,250,000 had been killed or injured.

On the other hand, of those who traveled in the ordinary coaches one in every 32,000 was killed or injured. This great difference is largely due to the fact that the Pullman cars are constructed with massive steel underframes, steel angles and plating at the vestibule ends, while the lighter passenger cars, smokers and baggage cars are not in most cases built to resist telescoping.

Of course the Pullman cars are usually carried at the end of the train and thus escape the direct impact of head-on collisions, but their susceptibility to rear-end collisions offsets at least part of this advantage. It seems certain, at any rate, that the great difference in loss of life between Pullman passengers and day coach passengers must be attributed to the superior strength of the Pullman cars.

The obvious inference is that security of railroad travelers can be greatly increased by increasing the strength of cars. The question of expense need not be considered, because, aside from the matter of humanity, it would be cheaper for the railroads to pay for stronger cars than to pay heavy damage claims arising from fatal and horrible wrecks.

MASKED MEN ROB ILLINOIS CENTRAL DIAMOND SPECIAL

Passengers for World's Fair Relieved of Money, Jew- elry and Valuables by Young Bandits.

ONLY ONE SHOT FIRED.

Men Board the Train at Harvey and After Making Hurred Cleanup Jump Off and Get Away.

Four holdup men, three of them wearing masks and heavily armed, robbed the passengers on the Diamond special of the Illinois Central road, which left Chicago at 9:27 o'clock last night.

They held up all the passengers in two Pullman sleepers and secured booty estimated at \$1,000, mostly in money. One young man who resisted was hit over the head with a fire ax, with which the car was supplied, and another who showed a disposition to object was tapped on the head with a revolver.

Sleeper Awakened by Shot.

One man who had already retired to his berth was stirred to animation by a shot fired under him.

Before making a complete clean up of the train the robbers became alarmed, and as the train neared Mattison they pulled the emergency brake rope and stopped the train. Then they jumped from the train and escaped in the darkness.

Details Carefully Planned.

The four men got on the train at Harvey, Ill., and immediately took up stations that evidently had been agreed upon beforehand. One stood in the vestibule between the last and next to last cars. Another went to the rear platform of the last car, which was a Pullman well fitted with passengers.

The first thing they did was to pick a quarrel with the flagman and beguile him to the rear end of the train. Once there one of the men put a pistol in his hand and held him there under threat of death if he made a move of any kind.

The leader of the quartet was unmasked, and was the only one of the four who did not seem nervous and scared over his work. Under his leadership the conductor was captured and was taken back to the rear platform with the flagman.

Passengers Suspect a Joke.

By this time the passengers were beginning to notice that something unusual was going on, but the majority of them were under the impression that it was a joke of some sort. It was not long, however, before they realized that this situation was serious. The men passengers were ordered to hold up their hands and march ahead into the smoking car, where they could be searched with less danger of resistance.

Some of the berths had been made up and some were not so. The robbers could not have a clear view of the whole car and this seemed to disturb them.

There were several women in the rear coach, and they were ordered to contribute with the rest of the passengers.

PULLMAN WORKS MAY SHUT DOWN

Reports Circulated That 6,000 Em- ployees Will Be in Idleness from Four to Six Months.

There is a possibility that the great Pullman car works at Pullman will be closed down shortly on account of a lack of orders, and remain closed for an indefinite period, and remain closed for an indefinite period. If this happens 6,000 workmen will be thrown out of employment. It is said at the works out of 1,300 men have been laid off since June 1, and half a dozen departments are even now idle. Work will be continued till the present orders are completed and then the general close-down will take place.

Reports are circulated that the shops will remain closed from four to six months. Vice President Wickes was quoted yesterday as saying that the company will take his part with deep regret, but that it is made necessary by the exigencies of business. He was quoted as saying that unless more orders were received at once the works would be closed. He would say nothing on the subject last night.

During the day, however, he was quoted as saying that the business of car building has been remarkably dull for several months.

Railway Traffic Decreases.

"The railroads have not been placing many orders with us or any one else," he said. "There are two reasons for this. In the last few years the railroads have been laying in a big supply of new cars and have a large stock now on hand. Then railroad business has been falling off. It seems an odd year for that, but travel by rail. Why this is I do not know, but the receipts of the railroad companies show it is a fact.

"For these reasons the Pullman company has received no orders for a long time. We have been compelled to lay off our workmen because there was no work for them. As work in the different departments was being laid off, it seems an odd year for that, but the receipts of the railroad companies show it is a fact.

Many Workers Already Idle.

Last night in Pullman there was a rumor that the works would be shut down during the month of September. It is known that a prospect of a general shut-down is looked forward to with fear by the workmen. Most of them have families, and if the season of idleness comes on it will work many hardships upon them. Many are left without means of support, and their children are sent to day school for their children and to the numerous little expense incidental to the keeping of school. Then, too, living is high, and very few of the men have been able to save anything for a rainy day.

This will be the first season of general idleness in the town since the great strike of 1894. Whether the works at Ludlow, Ky., will be similarly affected is not known. The car works of the Pullman company are the largest of their kind in the world, and when running full handed give employment to more than 6,000 men.

Train Robbery at Home.

One does not have to go to the far west to experience a train robbery. Trains running through Chicago's suburbs afford exceptional advantages in this respect. Last evening a number of persons, most of them on their way to the world's fair in St. Louis, were carefully and expeditiously robbed in two Pullman sleepers on the Illinois Central railway between Harvey and Mattison. Three of the four robbers wore masks in the approved fashion and all had large blue steel revolvers.

Usually the engineer, the fireman and the express messenger are given opportunities to inspect the muzzles of train robbers' revolvers when there is a hold-up on the track. The passengers are only among those present, they do not directly interfere, being left free to hide their watches in their pillows and their bank notes in their hostery. But the world's fair makes the situation in train robbery. The bandits reason that persons riding in Pullman cars in the direction of St. Louis must have enough money left over to satisfy the demands of the hotel-keepers beyond the big bridge, the showmen on the Pika and also the restaurant-keepers.

To get out the money before it gets to St. Louis looks like a profitable enterprise to a hard-working train robber.

St. Louis must look out for its interests in this matter. If world's-fair visitors are to be stripped of their money on their way to the great exposition what chance has the latter to prosper.

LIST OF VICTIMS OF I. C. HULD-UP

IN GRAND TRUNK CAR:

- A. W. LARVELL, St. Mary's, Ont.; robbed of watch and chain valued at \$12, and \$13 in money.
- LEONARD CHRISTMAS, St. Mary's, Ont.; track on head and robbed of \$22.
- W. H. LARVELL, Toronto, Ont.; robbed of \$47.

ON SLEEPING CAR "ASBURY":

- H. E. BARTLETT, 566 East Fifty-First street, Chicago; lost \$10 cash.
- A. J. SEIGEL AND WIFE, 822 1/2 Vernon avenue, St. Louis; robbed of watch, diamond bracelet, and chain containing small amount of money and papers.
- IN SLEEPING CAR "HERBIA":
- M. J. BRENT, room 525 Anderson building, Minneapolis, Minn.; robbed of watch and chain, valued at \$45.
- STEPHEN COFFERY, 43 West Main street, Norwich, Conn.; watch and chain, valued at \$40; cash, \$150, and railway ticket Chicago to New York.

HERBIA:

- JEROME W. HERRARD, Lansing, Mich.; watch valued at \$6, certificate of deposit for \$45, pocketbook with valuable papers, and check from Lansing to St. Louis and return.
- MRS. J. S. BROWN, 2 East Forty-Seventh street, Chicago; \$3; and pocketbook valued at \$2.

HERNAN WERTHEIMER, Thirty-Seventh and Butler streets, Chicago; watch and chain valued at \$60.

J. E. CRIST, 133 Calumet avenue, Los Angeles, Cal.; watch and chain valued at \$50 and \$20 in cash.

J. W. MILLER, Gillespie, Ill.; purse and \$2 and \$4 in money.

F. C. SMITH, care of Carterville Lead company, Pullman, Ill.; watch valued at \$50 and \$4 in money.

G. H. GROCE, Illinois Central superintendent; \$100 in money and watch valued at \$65.

M. F. STOKES, general office Illinois Central railroad; gold watch and chain and \$100 cash.

WILLIAM TOOLA, Lansing, Mich.; \$15 in cash and a gold watch and chain valued at \$40.

J. H. MAQUIRE, 107 North Elgin street, St. Louis; gold watch valued at \$75 and \$8 3/40 cash; also gold ring.

ROBERT NELSON, chair car porter Illinois Central railroad; cash, \$7.50.

Ordered to "Dig" Quickly.

Declarations that they had nothing to give up were met with orders to "dig," and to "dig" quickly. They generally produced something.

The first show of resistance was made by a young man who was on the way to the St. Louis fair. He made a protest and refused to hold up his hands. One of the robbers reached for the fire ax and hit him a severe blow with it, but did not do him any serious injury.

A few steps further along a passenger had already gone to bed and did not want to be disturbed. One shot was fired under his berth and he was out in an instant.

This was the only shot fired during the time the robbers were on the train.

Railway Official Loses \$100.

Among the passengers on the train was E. H. Gross, superintendent of telegraph of the Illinois Central. He lost \$100 in money, and says a man near him was relieved of \$300 he had in a bag tied around his neck.

According to the statement of Mr. Gross the men were evidently novices in the business, and were almost as badly scared as the passengers. The leader was under 30 years of age and wore a light suit of clothes and had no mask.

The others were roughly dressed and had red bandanna handkerchiefs tied over their faces. All carried heavy blue steel navy revolvers.

Took Tickets and Money.

The bandits took everything they believed might be of value, including railroad tickets, jewelry, papers of all sorts, but they were especially keen for money.

As fast as the plunder was gathered it was turned over to the leader, who stowed it away in his pockets.

During the robbery there was a good deal of suppressed excitement on the train, but there was not much noise, as no one was disposed to start an outcry, as it would do no good and might cause trouble.

The whole thing was over in a short time, as the robbers were in a great hurry and wanted to have the thing over with as quickly as possible.

Only One Gun on Board.

Mr. Gross says that after the men jumped off the train at Mattison, an informal census of those armed on the train was taken and it was found that there was one revolver down in the bottom of a satchel and that was not loaded.

The train crew, Mr. Gross says, was not armed.

Many Women on Train.

There were about thirty women on the train and the majority of the passengers were of a well to do class, many of them wearing costly jewelry.

It was said at the Illinois Central station here that there were seven or eight stockmen with plenty of money on the train, but it is believed they were in a day coach up ahead and escaped.

Special Train in Pursuit.

The Illinois Central railroad detectives were notified as soon as possible, and Chief of Detectives O'Keefe of that road notified the Central police. Chief O'Neill and Inspector Hunt were likewise notified, and detectives were sent to watch south side stations for suspects.

Detectives Kane and Griffin of the Central station were sent on a 1 o'clock suburban train that left the Randolph street station to join a party of detectives at Burnside, where a special train was made up to go to the scene of the robbery.

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**SCHEME TO OUST UNION LABOR
SEEN IN PULLMAN SHUT-DOWN**

Men Assert They Are Forced to Seek Reinstatement Employers' Association Bureau of Labor.

The reason for the contemplated closing down of the Pullman shops appeared in a new light yesterday when it was reported at the headquarters of the Chicago Federation of Labor that hundreds of men are being sent again unless they first make application through the labor bureau of the Chicago Employers' association.

Within the past six weeks about 2,000 men have been laid off, the company declaring that it had no orders on hand. These men have been given orders to register with the Chicago Employers' association bureau and it is said the object of the company is to eliminate unionism from the big shops. The matter is to be taken up at the next meeting of the Chicago Federation of Labor.

RECORD

AUG. 3, 1904

PULLMAN MEN IN QUANDARY

Former Employees Ask Advice as to Applying for Reinstatement.

Advice was sought at the headquarters of the Chicago Federation of Labor yesterday by many as to whether they should follow instructions issued to them recently to the effect that if they desired re-employment they should make their applications through the employment bureau of the Chicago Employers' Association.

In the absence of both President Schardt and Organizer Fitzpatrick, Secretary Nockles advised the men to bring the matter before Sunday's meeting of the federation. The Pullman company has laid off nearly 2,000 men in the last six weeks. Vice President Wickes denied yesterday that it was intended to shut down the plant completely, but said a number of men had been laid off because of lack of orders.

TRIBUNE

AUG. 4, 1904

**KENTUCKY TO WAGE
WAR ON UNCLEAN CARS.**

Board of Health Proposes to Indict Officials of Every Line Having a Terminal in That State.

Louisville, Ky., Aug. 3.—[Special.]—The Kentucky state board of health will make an attempt to indict the officials of the railroads doing business in Kentucky at every terminal point and in every county for failure to comply with the demands of the board for better sanitary conditions in cars.

It is alleged by the board of health that the entire passenger equipment is a breeder of disease and that the railroads have ignored all requests to correct the details.

Either leather or cans must be used on sleepers and day coaches.

Circumventing the Porter.

A glance at the list of losses to passengers in the latest railway hold-up shows that while the largest amount of cash taken from a passenger was \$190, but \$13 was obtained from the porter.

These figures are interesting because they tend to show that the theory of the crime, held in some quarters, that the raid was made primarily to plunder the porter, is open to discussion. Rumors of the vast wealth accumulated by sleeping car porters may have had something to do with inciting the robbery. However, if the real motive had been to rob the porter the robbers would have waited until the train was nearing its destination and not when it was just starting out.

There are three lines of suggestion: (1) That the robbers believed that the office of a railway porter was a lucrative one; (2) that while it might be easier to waylay the porter after he had canvassed the sleeping car with a whisk broom for financial returns, (3) yet he might overlook something, and (4) therefore it would be best to get at the source of supply before the porter had a chance.

And there is the added possibility that the robbers considered the advisability of going where ever the porter had left over from his last trip.

These things are all worth considering, and yet it will occur to many that the latest train raiders had also a reform duty in mind when they accomplished their coup. The evil of the tip is widespread and acknowledged. Travelers have long complained of it, even while they permitted it. But no one has attacked it decisively.

What more practical way, then, to stop it than by simply—and even forebodingly—removing the means that make it possible?

The fact remains that as far as the passengers on this particular train were concerned, there was no exchange of tips at the end of the journey. The porter was equally poor with the others, and probably nobody had his clothes whisked, or if they were whisked the whisks were gratuitous.

Thus an immediate reform was accomplished, even if it is hard for the porter to see it in that light.

been entirely without foundation. A number of men have been laid off during the summer as always the case during this season of the year. At present orders are light and the works are not running full force. The plant has never been shut down since it was started twenty-five years ago, except the interference caused by the great strike of 1894. No such action is now contemplated and reports to that effect can not be too strongly condemned.

MORE LIES.

City Papers Spread Consternation Throughout South End by False Reports.

WORKS WILL CONTINUE

Pullman Company Officials Deny That a Shut-Down is Contemplated—Harvester Plant's Brief Lay-Off for Inventory—The Facts in the Matter.

After publishing scare-headed reports of prospective shut-downs in the Calumet region, affecting thousands of employes, families, local merchants and trade in general and thereby spreading consternation throughout the south end of the city, the Chicago daily papers the next day printed in small type and obscure positions in their respective publications complete retractions of the reports.

The first batch of articles stated that the two local plants of the International Harvester Company would be closed down indefinitely. The industries are located at South Deering and West Pullman. It was also reported that the big plant of the Pullman Company would soon be shut down completely and for an indefinite period.

South Deering Plant to Run Full Force

Both reports were denied by officials of the companies the next day. C. S. Funk of the International Harvester Co., stated that a shut-down for a few days was necessary for the purpose of taking inventory. It would be impossible to do so, he said, while the stock was being handled and transferred from one department to another.

"The statement that the Deering plant is to be abandoned cannot be denied in too emphatic terms. The company would not care to throw 7,000 of its loyal workers out of employment. If this were not reason enough, the plant is one of the largest in the United States and it would be bad business policy to close it down forever.

"The work of taking an inventory will be concluded in a few weeks. By Sept. 1 all our factories probably will be opened and all the employes will be taken back."

Pullman Canard Denied.

Vice President T. H. Wickes of the Pullman Co. was interviewed regarding the reports that the big car works were to be shut down. He denied that any such action was contemplated. Mr. Wickes stated that the future employment of men would depend upon the amount of new orders taken. This is the third time in six months that city papers have reported lies in connection with the Pullman works. Local business has been demoralized and great damage done by the lying statements.

The Calumet Record has each time investigated the reports and found

PAPERS SHOULD BE PUNISHED.

If a man, conscious of the fact that he was infected with smallpox, should deliberately travel throughout a community, and thereby spread the disease, no punishment would be too severe. If the daily papers of Chicago publish lying reports that result in the demoralization of local business they should be taught a lesson that can not soon be forgotten.

Three times in the last six months the city papers have reported that the Pullman works were to be shut down or that employes were to be laid off by the thousands. This week the International Harvester Works at South Deering and West Pullman are added to the list. As shown elsewhere in this issue all such statements are entirely without foundation.

Unfortunately there does not appear to be any way that legal redress can be obtained, but the people of this region can show the papers that such actions on their part are intolerable. We suggest that communications be prepared by local improvement societies and business men's associations, strongly condemning the publication of these lying reports. While such action will not undo the damage wrought in the past, it will undoubtedly prevent its repetition.

Local trade has been incalculably injured by these lies. Merchants have feared to invest in their regular seasonable supplies, employes of the companies mentioned have ceased to spend their money except when absolutely necessary and general consternation has been spread throughout the Calumet region.

The power of any paper consists in the moral support of its readers. When a paper prints what is not the truth and does so repeatedly it loses whatever prestige and influence it had in the community affected. The city papers that have spread this false intelligence should be made to suffer.

A RAILROAD PRESIDENT TO RAILROAD UNIONISTS.

THE WISE COUNSEL OF CHARLES S. MELLEN TO ORGANIZED LABOR, WHOSE UNIONS HE BOTH CRITICISES AND ENCOURAGES.

Charles S. Mellen, president of the New York, New Haven and Hartford Railroad, delivered an address on April 28, before the West Side Workmen's Club, in Hartford, upon the subject of trade unions. Mr Mellen's expression of his opinions has elicited much comment. His address follows in part:

"The hope and future of this country lie in the common people, in the workmen, in your selves.

"This is the age of the workman. Let him, with moderation, with conservatism, show his ability to assume responsibility, and there is no bound set to his attainments. Let him but exercise good judgment, and his ambitions will be attained in less time, with the good will of all, and be of more lasting benefit.

"The captains of industry of the future are among you struggling at day's wages for recognition. Men of affairs are looking earnestly for them, for there is a great dearth of men for the higher positions the modern industrial combinations are creating, and the duties of these positions are so exacting they wear out quickly those who fill them, causing constant changes.

"But they are not looking for firebrands, for trouble-breeders, for talkers, but rather for the quiet man who works while others do the talking—the one who is as much interested in his work as his wages, and such men, when found, need no help from any source to secure either recognition or increase of pay.

"To those of you who belong to unions I wish to say I believe they have accomplished much good; but they are, nevertheless, not an unmix'd blessing to the laboring man. They tend to the discouragement of individual effort and reduce man to a part of a machine. They are a good thing for the drone, the inefficient man, for the walking delegate and the officers, but are unnecessary for the man who has the stuff and courage within himself to carve his own way in the world. There are many workmen who can earn more than they do, whose employers would gladly pay them more, but that they have become classified, and an advance to them means an advance also to their inefficient associates of a similar class, making it often too formidable a matter for consideration. Therefore, when I say unions do much good, I mean they help the lame, the halt and the weary, at the expense of the really competent.

A Means of Averaging Wages.

"Divested of all claptrap, the union is simply a means of averaging wages, and an employer views it as such. It is a device for making those who are willing to work care for those who would to soldier. On the principle that every man must have a living somehow, in place of making the community contribute support openly, to which process there attaches some discredit, the really efficient workmen of a class receive less for their services, and thus help support those who are unable to earn as much, under normal conditions, through establishing a scale of averages.

"Now, having hurt the feelings of some of you by the foregoing, I am going to surprise you by saying that I regard the unions as a condition that has come to stay; that I have no prejudice whatever to properly-conducted ones, and express my wish that our men generally would join them, not that I would run a union plant as such, for I would not coerce my men nor consent to discriminations as between those who were and who were not members, but I would wish to have in the unions the conservative influence of many of the good men who are out, to counteract the floater, the anarchist, the man who has nothing at stake in the world, who works with his month more than his hands.

"The trouble with unionism is its intolerance.

"To succeed in this world, one must bear and forbear. The same spirit of intolerance that fills the union man toward the non-union is what history shows us to have prevailed ages ago in religion, in race prejudice, and in

other ways. The cry of "The Union or the Hospital" his counterpart in that of the older one of "The Church or the Stake." It is through the elimination of the feeling that physical force is necessary to the accomplishment of results that real progress is made. A time when brute strength shall rule is becoming a thing of the past. The future has been slow, but looking back to the monuments history has left for our instruction, we can see most substantial progress has been made in this direction. You cannot force things your way, but you may direct them. You hurt immeasurably your cause when you descend to violence in language or action.

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"The rule of seniority is a bad one. It is most discouraging to men of ability. It is repressive and oppressive, and puts many of little wit and less ability into positions they are unfitted for, and keeps out those who



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are more deserving and competent. It deteriorates the service. In the short time I have been in authority here I have been restricted from advancing those who had attracted my attention by their ability, through this rule. I fail to understand why young men assent to a rule that requires them to grow old in one line of employment before recognition becomes possible, no matter how well deserved. It is all wrong that a man should be held back by this rule from a position he is competent to fill, and see that position go to one his inferior in every respect, for no reason but he is higher up on the list of numbers of his class. The result makes for dissatisfaction, this makes for change, which in turn accounts for the large floating class in each grade of employment, with the responsible positions filled by old men.

"No one interest has done more to promote the trust or combination, the larger corporation, than organized labor. It has forced them into existence, for protection from exaction. And to what does it all tend? Given all your hotheads seek, and there will be no one to employ you, and public corporations must be run by the government. Capital will not seek investment where nothing but loss and controversy is to result. The rule of the radical will not prevail. The hothead must be retired, or in the contest in which he will involve you, you will go down in defeat. The contest will not be determined by numbers. Education and brains will out-right numbers and brawn. The spectacle student is to be the general of future armies; captains of industry may not always be those who have worked with their hands. Give heed to whither you are drifting, for at the

end there may be a rude awakening, from which those who believe in you, who are of you, would have you spared.

"My advice to you who have families, who have a stake in the world, is to join your unions, and make yourselves felt in them. Be always a force for conservatism. It seems to me as much in your interest to do this as that you shall attend the caucus and nominate good men for office and vote for them at the polls. Your sympathy is the opportunity of the demagogue, the anarchist, the floater, who has, nothing to lose.

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Too Much Arbitrary Conduct.

"If I have criticised the unions, let me now say that I have seen much to deplore in the course of those in authority who have dealt with them. There has been too much of arbitrary and unreasonable conduct on that side, as well, and I desire to go on record here that arbitrary, unreasonable exercise of power by those temporarily in authority is as offensive to me as to any of you, and I am disposed to neither countenance nor condone it.

"You cannot get for a thing more than it is worth, except temporarily, and the cost of maintaining an artificial market is greater than the profit in it.

"Some gentlemen interested in high finance are only just beginning to realize this, and it is no wonder this fallacy has taken root elsewhere.

"With business falling off, day by day, here in New England, I find my political friends opposing an enlargement of our markets and preferring a phrase "stand pat" to the substance which reciprocity with our neighbor, Canada, would give us; and when I feel they ought to know better, it is not in me to too severely criticise the employes of our company who feel they should have higher wages, when the conditions with which we are surrounded compel us to disagree with them.

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"I have never had so many bosses as I am working for at the present time. I never had to say "no" so often when I wanted to say "yes." I am under more restraint than any of you, and yet I am pegging away all the time with all my strength to prevail, to keep my property strong for the benefit of the public, its stockholders, its employes, and with little advantage to them.

"The social or political system of the world is the home of the foundation of everything good and desirable in the end for which we all should work is to make that home better, more attractive, more influential. We are permitted to live here not simply for our own gratification, but should so arrange our lives that others who follow us may not have the same old struggle to go through."

NATIONAL CIVIC FEDERATION
NEW YORK, JULY 1904

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THE VENTILATION OF PASSENGER CARS.

Reports received at Washington on the investigations into the subject of ventilation and its relation to the public health show in progress and a large number of the boards of health of various cities are the effect that these boards are following the same lines as pursued in sanitation. In that general movement expectorating in street cars and all public conveyances was first attacked, and now attention is directed to the ventilation of these public utilities and for precisely similar reasons: That in no other public place of such limited dimensions are so many persons so often and so long confined, and nowhere else is the danger of contagion to the multitude so pronounced.

To what extent contagious diseases can be communicated by the inhalation of the respirations of affected persons has never been satisfactorily determined, some authorities contending that certain diseases, notably consumption and other throat and pulmonary troubles, can be contracted in this manner; while others, equally learned, maintain that there is absolutely no danger of infection from this source.

These conflicting authorities are a unit, however, on the proposition that inhaling the dried sputum of diseased persons is the principal source of contagion in certain diseases, and on this undisputed fact the crusade against indiscriminate expectoration was begun, with the result that in the majority of cities expectorating in public conveyances of any sort, railroad stations or public buildings is forbidden, and in some instances, as in Washington, the prohibitory provision has been extended to the sidewalks.

Ventilation not only replaces vitiated with fresh air, but it removes the dangerous germs that may be present as the result of the air having once been inhaled by a diseased person, along with the foul air. There is also considerable support for the theory that by the dilution or mixture of pure with vitiated air the germs in the latter are killed by a process of oxidation, there being no more powerful germicide known to science than oxygen. Railroad officials are watching the experiments with the greatest interest for, to quote Dr. O. B. Dudley, the chemist of the Pennsylvania Railroad system, "it seems not improbable that, if a vote of the traveling public were taken as to improvement in passenger cars a large majority would favor ventilation; and it is fair, in justice to railroad officers, to say that this is not ignored by them."

The Pennsylvania Railroad maintains an extensive laboratory at Altoona, and over ten years has been spent on a system of ventilation with the result that more than one thousand passenger coaches have been fitted up with the most expensive and elaborate system of ventilation in any railroad in the country. Since the process involves the application of heat, in that the fresh air is heated before being introduced into the car, it is obviously impracticable for street cars in addition to being too expensive. The Pullman company has also long sought a perfect ventilator but, as Dr. Dudley says, "the passenger coach, especially the Pullman car, is not properly ventilated and because of the extreme difficulty of the problem."

The object sought by all scientists is the introduction of fresh air simultaneously with the exhaustion of the vitiated air.

What a Falling Labor Market Means

Because of a lack of orders to keep them in work twelve hundred employes of the Pullman shops have been laid off since June 1.

Here is an object lesson in industrial economics.

The railroads order fewer cars because traffic has fallen off. The Pullman company needs fewer men because its orders have decreased. So labor goes begging because its services are no longer in demand.

These men have been obliged to seek employment in other lines of industry, thus increasing the competition which already seriously affects the labor market.

It is a condition, resulting from natural causes, which can not be changed or modified by arbitrary measures.

If there were only these twelve hundred men to be concerned about it would not matter. They could soon find work. Unfortunately, many other enterprises throughout the country are likewise contracting their working forces.

The thousands of men thus thrown out of employment naturally seek work wherever they can find it. This accounts for the vast number of so-called strike breakers that are ready at a moment's notice to take the place of workmen who go on strike.

If the rank and file of employed labor understood these conditions as they should understand them, there would be a cessation of strikes and less agitation concerning wages and hours of labor.

Labor leaders who imagine that they can tie up an industry when the labor market is surfeited are doing their followers an injury.

Had the stock yards employes been informed of the great army of idle men waiting to take their places they would not have been so willing to obey their leaders when the command was given to quit work.

Lack of intelligent comprehension of general industrial conditions is responsible for a majority of the labor strikes that are now going on throughout the country.

EXAMINER

AUG. 5, 1904

The campaign construction of the Pullman Company up to date consists of the discharge of 6,000 industrious workmen.

...without causing a draft that might be more dangerous than the foul air itself.

It would seem that on railroad and street cars the forward motion would create a sufficient current to allow an easy solution, but here the investigator is confronted with the necessity of excluding cinders, smoke and dust, while admitting pure air, which, obviously, is a difficult problem. It is also required to admit to and exhaust air from a car traveling at ten to sixty miles an hour without submitting the passengers to a draft.

The army medical officers are interested in the subject not only because of the ill-effects of badly ventilated quarters upon the officers and men, but upon the animals. "Strange to say," said an army officer the other day, "the cavalry horses are very susceptible to foul air. Rossgelov states that previous to 1836 the mor-

...tality of the French cavalry horses varied from 180 to 197 per thousand per annum. The increased ration of air reduced the loss in the next ten years to 63 per thousand, the reduction continuing until from 1882 to 1893 the rate of death was only 27½ per thousand, and of officers' horses only twenty. The statistics of the British authorities show that 'by free ventilation' the mortality among the English cavalry horses has been reduced to 20 in a thousand per annum, 'of which one-half is from accident and incurable diseases.'

Now that the street cars are open, there is no question of sufficient ventilation; but the boards of health of the larger cities, especially Brooklyn, New York and Boston, are apparently determined to prepare early for the coming winter, when nippy weather makes riding in the cars so disagreeable, and the open, sleet or frigidly prevents the spinning of the windows.

Unsanitary Car Seats.

The Kentucky state board of health, in its war on unsanitary conditions in railway coaches, will receive a godspeed from every railroad passenger in whatever part of the country who stops to think on the dangers of dirt and disease to which he is subjected.

The plush seat is the central evil which the Kentucky board is attacking. It has been placed under state ban, and the board proposes to indict every railroad official it can reach in the state who can by any possibility be held responsible for operating cars with such seat coverings. Either leather or cane is permitted as a substitute. The requirement extends both to sleepers and day coaches.

There is no question but that the plush seat is one of the finest receptacles for filth that could be devised. The dust that flows in through the open car windows is caught and held fast, and if any disease germs are in the air they are pretty sure to find a camping out place on the plush until a human victim comes along.

Leather seats are not open to any such sanitary objection, but they are hot and often uncomfortable, and not at all to be compared for downright ease with the cane seats, which are usually set aside for day coaches, tourist sleepers and the least pretentious cars. Another good seat covering is of linen, which can be taken off and cleaned at frequent intervals.

It would be well for every state to make provision by legislation for sanitary seats, sanitary bed clothing in berths and the best possible ventilation. The railway companies have had much more interest in the appearance than in healthfulness in the past. Some of them are learning that looks are comparatively a minor detail, but others need to be taught.

JOURNAL
AUG. 6, 1904

WIGKES PREDICTS A LAYOFF

Vice-President Confirms The Journal Story That Pullman Company Will Reduce Forces

Vice-President T. P. Wigkes of the Pullman company, in an interview sent over the ticker wires this morning, confirms the story printed exclusively in The Journal recently to the effect that the car shops of the Pullman company probably would be shut down soon owing to lack of orders.

Vice-President Wigkes' message follows: "I have never said that the Pullman shops would be closed. I do not know whether they will or not."

"It is purely a question of orders. If we do not get the orders the shops will be shut. The prospects for orders are not bright at present."

"The work being done at the Pullman shops will be completed before very long. As fast as the orders we have are filled, we are obliged to lay off the men and must continue to do this as fast as the work is exhausted."

"We have laid off about 1,200 men since June 1. There still are something like 4,500 men at work. The number will be reduced as fast as the work fails."

"Whether it will go on depends, as I have said, purely on the orders we receive."

INTER OCEAN
AUG. 7, 1904

MORE MEN LAID OFF AT PULLMAN WORKS

1,200 Men Have Lost Jobs Since June 1, and Complete Shut-Down Is Feared by Employees.

LACK OF ORDERS IS CAUSE OF WORKMEN'S DISMISSAL

Thomas H. Wigkes, Vice President of Company, Says Future Depends on Number of Contracts Received—Little Work in Sight.

The lack of orders at the works of the Pullman Palace Car company at Pullman has resulted in the laying off of more men. The employees of the company are in a quandary as to the ultimate situation in the "model town." They fear that the works will be shut down entirely. Twelve hundred of the 6,000 employes have been laid off, and it is said that 300 more will be let out next week.

Vice President Thomas H. Wigkes of the Pullman company said yesterday that the future reduction of the working force or the absolute shutting down of the works was a possibility.

Future Action Depends on Orders. The action to be taken by the company depends entirely, according to the statement, upon the number of orders received. The prospects of getting new orders soon are reported to be poor. The work now in hand at the shops will soon be completed.

"I have never said that the Pullman shops would be closed," Mr. Wigkes said. "I do not know whether they will or not."

"It is purely a question of orders. If we get the orders the shops will be run. If we do not get the orders the shops will be closed. The prospects for orders are not bright at present."

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In Pullman it was currently stated last night that men were continually being "let go" by the company. The employees of the works were reported to be anxious concerning the plans of their employers.

AMERICAN
AUG. 7, 1904

PULLMAN SHOPS WILL RUN IF ORDERS COME

Vice President Wigkes Denies He Said They Would Close.

Vice President T. H. Wigkes of the Pullman company said yesterday he had never stated that the Pullman shops were to close.

"They may and they may not," said he. "It is purely a question of orders. If we get the orders, the shops will run. We usually work about 6,000 men. Of these 1,200 are now idle. We hope to keep the others working till winter, but it may not be possible for the company to do so."

INTER OCEAN
AUG. 9, 1904

ST. LOUIS TRAIN WITH 300 PEOPLE IN BURNING WRECK

PLAINFIELD, Ind., Aug. 8.—Running at the rate of sixty miles an hour, Vandavia train No. 26, a through train from St. Louis, with 300 passengers aboard, struck a broken rail near the depot here this afternoon. Five cars were turned over and destroyed by fire, caused by the explosion of a gas storage tank. None of the passengers was killed and only one, Mrs. E. X. Wigderson of Antigo, Wis., was seriously hurt. Nearly all of the injuries were caused by broken glass.

The fire which destroyed the coaches also consumed a grain elevator and a string of freight cars. For a time a cabinet factory and several business houses were threatened, but the prompt arrival of the fire apparatus from Indianapolis aided in getting the fire under control.

Nearly all of the passengers arrived in Indianapolis on the interurban lines. They report many miraculous escapes. One of the coaches was hurled to the top of a twenty embankment thirty feet high on the opposite side of the track.

NEW DINING CAR FOR INTERURBAN SERVICE ON THE AURORA, ELGIN AND CHICAGO RAILWAY.



AN INNOVATION in electric traction is to be introduced in a few days by the Aurora, Elgin and Chicago Railway Company in the form of a bi-statal dining car. The Carolina, as the car is to be named, was built at an expense of \$12,000 for the convenience of the suburban patrons of the road. It is fifty-five feet long, of which six feet are occupied by the kitchen, and the balance of the space is taken up by twenty-eight dining seats and the necessary tables. It is the intention of the company to use the car at first for special parties for evening entertainments, theater parties and the like, but eventually it is to be placed in regular service to make four daily trips over the road. The car has a motor attached, so that it may be used either as a trailer or as an independent train.

RECORD
AUG. 14, 1904

Calls Pullman Porters Slaves—C. F. Anderson, a discharged Pullman car porter, is out with a booklet entitled "Freemen, Yet Slaves Under 'Abe' Lincoln's Son." He is trying to organize the 6,000 Pullman porters into a union to demand better wages and a rearrangement of working hours. In his book Anderson takes to task Robert T. Lincoln, president of the Pullman company.

AMERICAN
AUG. 15, 1904

NEGROES CALL ON LINCOLN'S SON FOR AID

A booklet which has for its object the betterment of the conditions of Pullman car porters has been issued by C. F. Anderson, 2443 Dearborn street. The title page contains the following:

FREEMEN, YET SLAVES,
UNDER
"ABE" LINCOLN'S SON;
OR,
SERVICE AND WAGES
OF
PULLMAN PORTERS.

The booklet is the result of a movement on the part of the Pullman porters to form a union. They declare they need a union and need it badly. And they say the worst part of it is that at the head of the Pullman Company is Robert T. Lincoln, the son of the immortal President who gave up his life for the freedom of the black man.

"Some persons imagine that a Pullman porter makes a whole lot of money, but he doesn't. The salary ranges from \$25 to \$45 a month. The tips are shamefully low now. Had one porter tell me the other day that he made the run from Stockton, Cal., to Chicago and carried thirty-two passengers. When he reached here what do you suppose his tips amounted to? Thirty cents. Of course there are times when we make a great deal more, but then we

"FREE, YET SLAVES OF LINCOLN'S SON"

Pullman Porter, Discharged for Organizing Union, Tells His Troubles

APPEALS FOR HIGHER WAGES

Couldn't Live Except for Tips of Public, He Says—Issues a Booklet

"Freemen, Yet Slaves Under 'Abe' Lincoln's Son" is the title of a booklet written by C. F. Anderson, a discharged porter of the Pullman company, who lives at 2443 Dearborn street, who is leading a movement to organize the 6,000 Pullman car porters.

The booklet is an appeal for better wages, a rearrangement of hours and a softening of certain hardships which the writer declares all porters endure. Robert T. Lincoln, president of the Pullman company, is taken severely to task for "lack of consideration" for the men who "contribute so much to the success of the company."

Anderson attributes his dismissal to the company's belief that he was organizing a union of the porters. He declares that the organization now being formed will be a beneficial association, which will appeal rather than demand. "Public sentiment can bring us the things we want," said Anderson, "and we shall play for it as hard as we can."

In a letter to President Lincoln Anderson wrote:

"You were elected president of the Pullman company at a salary equaling that of the president of the United States. That being true, we understand how hard it must be for you to realize how much real suffering men have to endure who work like slaves for the meager salary of \$25 a month. The thing that now confronts you is industrial slavery. The situation that confronted your father was chattel slavery, and right manfully did he deal with it."

In another part of the booklet Anderson points out that on one occasion he was on practically continuous duty for 114 hours.

As to tips, Anderson declares that if it were not for the generosity of the traveler the porter could not exist.

Anderson declares that the porters on the smaller lines, who are obliged to perform the work of conductors in connection with their own duties, should receive an advance of \$5, or \$40 a month. The ordinary porter, he holds, should be given \$35 a month instead of \$25, the present salary.

"Freemen, Yet Slaves," will be sent broadcast throughout the country, with additions to be made for the officials of the Pullman company.

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"Freemen, Yet Slaves," will be sent broadcast throughout the country, with editions de luxe for the officials of the Pullman company.

BLACKS IN PLEA TO LINCOLN

Negro Pullman Porters Address
the Son of "Qld Abs."Freemen Yet Slaves Under Robert T.
the Burden of Their Plight.Meager Tips Drive Them Into a Union
for Higher Wages.

If Abraham Lincoln were alive today it would be interesting to know his impressions of a booklet which will soon be placed on the market, advance copies being received yesterday by the author, C. F. Anderson, of Dearborn street. The title page contains the following:

FREEMEN, YET SLAVES,
"ABE" LINCOLN'S SON;
SERVICE AND WAGES
PULLMAN PORTERS.

The booklet is the result of a concentrated movement on the part of the Pullman porters, under the leadership of C. F. Anderson, the author, to form a union. They declare they need a union and need it badly. And they say the worst part of it is that at the head of the Pullman company is Robert T. Lincoln, the son of the immortal president who gave up his life for the freedom of the black man.

Axiator Loses His Job.

"It has reached a state where we simply had to do something," said Anderson yesterday afternoon. "I was employed by the Pullman company for three years as a porter, running between here and the coast. One day after I came in from my trip I found a notice that my services were no longer needed.

"I could never get a satisfactory answer as to why I had been let out. They said it was because my wages had been attached, but that wasn't the real reason. It was because I, a poor black man, had been working among the other porters employed by the company for the purpose of forming a union to advance our own interests.

"Yes, I was discharged. What am I doing now? Why, I'm employed by the other porters. You see, we have got to form a union, and if anyone employed by the company were known to be active in the work he would be treated just the same as I was—fired on the spot. After I was let out I kept up the work I had started, and the other porters are giving me a little money to help me along, because 'I'm a poor man.

Tips Shamefully Low.

"Some persons imagine that a Pullman porter makes a whole lot of money, but he doesn't. The salary ranges from \$25 to \$45 a month. The tips are shamefully low now. I had one porter tell me the other day that he made the run from Stockton, Cal., to Chicago and carried thirty-two passengers. When he reached here what do you suppose his tips amounted to? Thirty cents.

"Now, you know, we can't stand for that. The idea of thirty-two passengers giving up 25 cents on a trip of that distance. It's simply outrageous. Oh, yes, of course, there are times when we make a great deal more, but then we have to work for it.

"But what makes us so sore is that at the head of the Pullman company is A. B. Lincoln,

Spies on Pullman Cars.

It is a common source of wonder among travelers who are accustomed to buy their comforts in Pullman cars with liberal "tips" to the porter whether that functionary will soon be competent to retire and live on his accumulations after he is tired of work, or will he continue his fork over or suffer for it potty until he is rich enough to own the road. The Pullman Car company allows its men barely enough wages to pay for their clothes and the food necessary to make their runs.

On the trunk lines running out of this city the pay of the porter is about \$20 a month. Out of this he is expected to pay for his clothes required by the regulation of the company and for his other living expenses. The usual run east and west of Chicago is about twelve hours, not allowing for delays. Most of the men who reach Chicago in the morning start on their return trips the same evening or the following morning. If the train is late in arriving it means so many hours lost from the sleep and rest of the Pullman conductor and porters. As a general thing the conductor can count on getting from three to four hours' sleep while his train is going or coming, but if the cars are anything like full the porter cannot count on so much as that.

Salary Goes for Meals.

While on the road they get their meals at reduced rates from the dining cars and the lunch counter in railway stations. The employes who gave the information for this article kept track of his expenses for a year, and struck an average of 25 cents a meal, or at least \$2.25 for the round trip. This he considers an underestimate for each man's expenses for food in four trips out of five. A porter usually has to buy two uniforms a year at a cost of \$18 each, and the conductor's winter and summer uniforms cost \$20 apiece. Shabby dress or neglect of personal appearance is considered a misdemeanor.

The Pullman car conductor gets a salary of \$75 a month. On each train the conductor is held responsible for the Pullman cars and the porters under him. If the porters divide their "tips" with the conductor, as some of the waiters in the Chicago hotels do with the head waiter, the company is presumed to know nothing of it. His salary is supposed to be sufficient for all his personal needs and his expenses in the services of the company. Allowing \$20 a month for meals bought on the road, and \$4 a month for his uniform, a conductor does well if he gets \$50 a month for his family out of his salary.

Under Constant Surveillance.

But owing to the system of inspections and fines to which the Pullman men must submit the chances are the conductor will not clear that sum. The conductors and porters are under the constant surveillance of "spotters," as the train hands call them, "special agents," as they call themselves and are called on the company's pay roll, who report at division headquarters the slightest infringement of the rules of the company. As a general thing a Pullman conductor can no more tell a "spotter" from an ordinary passenger than a street car conductor in the

city can single out the company's spies that are sent around to see that they do not knock down any fares. If a spotter sees any indication of untidiness about the Pullman cars, dust on the window sills, scraps of paper on the floor thrown here and there by some heedless passenger, untidy looking berths or seats, soiled, well-soiled towels, he reports to the division superintendent, and the conductor has to pay for it. It makes no difference that the fault may have been the porter's or the passengers', the conductor is held responsible.

The usual fine for misdemeanors of all kinds is \$2. A conductor considers himself lucky if he gets off with \$6 in fines in ten months out of the twelve. This makes a big hole in his salary. He has no chance to explain or contradict the charges. The spotter is believed, and the conductor must submit to it or leave the service. If the porters are not promptly on the railway station platforms with stools to assist passengers on and off the conductor gets fined for not looking after them.

Fines Hard to Dodge.

But the greatest bone of contention and the most frequent source of complaint is with the magazines and newspapers. If a spotter finds a pile of reading matter tumbled loosely on an unoccupied seat he reports it. If the passenger happens to be temporarily chatting with some one in another seat, or smoking a cigar, and sees the conductor order the porter to straighten out or remove the newspapers, he is likely to make a row about it. Ignorant of the rules, he looks upon it as a piece of unwarranted officiousness. Then the spotter reports the conductor for incivility to passengers.

This system of espionage hits the porters in a little different way. Unless the complaint against them is a serious one, in which they are suspended at the pleasure of the company, his wages are docked for the articles that are lost or stolen from the cars. It is not at all uncommon for a passenger to walk off with a comb or brush or towels, or carelessly smother a tumbler. For all this the porter has to pay. If he loses a berth check he also has a fine to pay. If he happens to have a keen appetite and an unfortunate mouth, the spotter frequently finds that, aside from his "tips," he is actually paying the company for the privilege of working.

Difficulties in Handling Money.

On nearly every trunk line out of Chicago a special detective is employed to watch for grave mistakes or misdemeanors on the part of the conductor whose eyes are constantly outside the ballwalk of spotters. Necessarily a Pullman conductor must handle more or less money for berths not purchased in the ticket office. Usually a check is kept on this by a diagram, which must correspond with the reports of tickets collected and received from the regular conductor on the railway. If he makes an error in the diagram, a thing likely to occur at any time when the passengers are dissatisfied with the berths selected and desire transfers, he is fined for it, and if the error becomes too frequent he is liable to suspension.

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coin's son. Now, old 'Abe' did a great
for us colored men, and don't you think it's
a shame that his son won't even allow us to
form a union?"

Appeal to R. T. Lincoln.

Here are extracts from the book, the first
being part of a letter sent to Robert T. Lin-
coln:

In a recent publication, entitled "Abe Lincoln's
Yarns and Stories," among other things I find a
brief historical sketch of your life, and in connec-
tion therewith I find that with the passing of
George M. Pullman you were elected president of
the Pullman company at a salary equaling that
of the president of the United States. This, sir,
as everybody knows, is \$50,000 a year, more than
\$4,000 a month, nearly \$1,000 a week and nearly
\$140 a day. That being true, we understand how
very hard it must be for a man drawing such a
princely salary to realize how much real suffer-
ing men have to endure who work like slaves for
the meager salary of \$25 per month.

Another petition says:

Since it is a fact that the cost of living to us,
for meals alone, while on the road amounts to
more than what you pay us, we, a representative
number of porters, have resolved to ask you, the
company: First, for a reasonable advance in our
wages; second, for shorter hours of service on
long runs; third and last, for a fair trial and
more considerate treatment when called up to
answer charges preferred against us. Therefore,
as before stated, since the cost of living has
greatly increased, while the wages remain the
same, and the porter's gross earnings, including
"tips," have correspondingly decreased, and,
whereas, the present scale is far below the aver-
age paid other railroad men of the same class, we
respectfully ask that the wages of porters running
in charge be \$45 per month. That the wages of
porters running on limited trains be \$40 per month.
That the wages of porters running on tourist cars
be \$40 per month. That the wages for dead-head
service, when porter is in charge, be 10 cents per
hour. All other, regular, special or dead-time
service, \$35 per month.

EVE. POST
AUG. 17, 1904

STATEMENT BY ZIMMERMAN.

President Zimmerman of the Cincinnati, Hamilton and Dayton publishes the following statement of the financial prospects of the company after consolidation with the Pere Marquette:

"Surplus of the Pere Marquette for the year 1903, after paying the dividends on the preferred stock, \$1,100,000, surplus of the Cincinnati, Hamilton and Dayton for the year 1903, after paying dividends on the preferred stock, \$770,000, and systems connect at Toledo, and the Cincinnati, Hamilton and Dayton east-bound business will be carried over the Pere Marquette Road to Buffalo, giving an increased length of haul of about 350 miles. This business is estimated by the traffic departments at 1,000,000 tons annually, which would add additional revenue of about \$750,000. In addition, the Pere Marquette consumes about 600,000 tons of coal annually, and in 1903 handled 350,000 tons of anthracite and 2,700,000 tons of bituminous coal. This was largely received at Toledo from the Hocking Valley, and by this alliance will be taken from the Cincinnati, Hamilton and Dayton. The net earnings, therefore, will amount to over \$2,000,000, a total of \$2,000,000. Deduct increased charges after consolidation, \$300,000, leaving \$2,000,000. Add 5 percent dividends on Cincinnati, Hamilton and Dayton common stock, \$850,000, leaving a surplus of \$1,950,000, quite to over 15 percent additional.

"The consolidated systems will then represent a trunk line from Buffalo to Chicago and Buffalo to Cincinnati and Indianapolis, with running arrangements into St. Louis, being also the shortest route to St. Paul and the Northwest. The Cincinnati, Hamilton and Dayton route will be under the control of the Cincinnati Southern, the other half being owned by the Southern Railway. The cost of the Buffalo to Chicago roads, exclusive of the Cincinnati Southern, will be about 3,300 miles, and their earnings over \$20,000,000. The capitalization in bonds and stocks will be the smallest on any road in the country of anything like equal mileage.

CHRONICLE
AUG. 19, 1904

PULLMAN TAX IS INCREASED

Car Company's Assessment Swealed by New \$100,000

Nearly \$200,000 was added to the assessed value of the Pullman Company's personal property by the board of review yesterday, while almost as much was taken from the assessed value of Sprague, Warner & Co.

The members of the latter firm received a bit of fatherly advice from Roy O. West, inasmuch as the failure to file a schedule, meant, because of the failure to file a schedule.

The Pullman Company, whose assessment was placed at \$5,000,000 by the board of assessors, will pay taxes on a valuation of \$6,683,200, according to the figures fixed by the reviewers. This is the same valuation as made last year.

TRIBUNE
AUG. 21, 1904

The Erie railway is negotiating with the Pullman company for the Pullman train now on exhibition at the Louisiana Purchase exposition, St. Louis, to be used after the close of the exposition for its new limited service between Chicago and New York.

INTER OCEAN
AUG. 21, 1904

Wants Finest Train Ever Built

The Erie railroad is negotiating with the Pullman company for the Pullman train now on exhibition at the Louisiana Purchase exposition, St. Louis, to be used after the close of the exposition for new "limited" train service between Chicago and New York.

Under the present administration the Erie has made great gains in both passenger and freight traffic. The company's effort to secure what is regarded as the finest train ever built indicates an intention to make the Erie's passenger service second to none.

EVE. NEWS
AUG. 23, 1904

BIG FLOOD IN ARIZONA.

Santa Fe Suffers Loss of Bridges and Damage to Roadbed.

[By The Associated Press.]

Ashfork, Ariz., Aug. 23.—The flood of yesterday caused the greatest washouts ever suffered by the Santa Fe railroad in Arizona. Six hundred feet of the road has been destroyed between Yuca and Haviland, bridges, large and small, have been carried away and the country between a Kingman, Ariz., and The Needles, Cal., is flooded. Water is still rushing over the tracks and great damage is reported at many sections.

A terrific storm last night caused many fresh washouts on the main line of the Santa Fe. At Haviland, six miles east of Yuca, where a large bridge was destroyed, the roadbed is flooded to a depth of seven feet. Telegraph poles for a long distance have been carried away, handcars and gasoline spencers which hauled workmen to that neighborhood yesterday have been lost and repairing tools have been swept away.

West-bound overland trains No. 7, the California limited; No. 3, and the Cuthbert special from Ontario, with 300 prominent Canadian business men on a tour of this country, who were visiting for two days at Grand Canon, are tied up, with no prospect of moving.

TRIBUNE
AUG. 23, 1904.

REPUBLICAN RALLY IN VERMONT

Robert T. Lincoln of Chicago Presides Over Opening Meeting of the Campaign.

Manchester, Vt., Aug. 22.—[Special.]—Four speakers of national prominence opened the republican presidential campaign in this state tonight. Robert T. Lincoln of Chicago presided. Secretary of Agriculture James Wilson was the chief speaker of the evening. He reviewed the past history and the present condition of the republican party and discussed the Philippine question and the tariff. Brief addresses were made by Senators Redfield Proctor and William P. Dillingham.

EVE. NEWS
AUG. 23, 1904

RUMOR OF GENERAL SHUTDOWN

Labor Strike Given as Cause—Report Denied by Big Plant.

Reports that a number of big manufacturing concerns intend to shut down their plants and throw thousands of men out of work are current in financial and other circles. The fact that the International Harvester factories in Chicago are closed and that the Pullman company has laid off over 1,000 men are cited as confirmation.

The contest between the unions and the packers, trouble with machinists, steel workers, miners and other divisions of the world of toil are said to have weakened the minds of the manufacturers a dread of large losses to be sustained in further strikes and "strike-breaking."

A representative of General Manager Funk of the International Harvester company denied the story flatly. He said: "We have got our Wisconsin and Ohio plants open and running with three shifts of men a day, and expect soon to be doing work that cannot be neglected. Despite the fact that it is a presidential year it will prove one of the best we have had in a long time. Should a strike come, it will be time then for us to fight it."

Frederick W. Job of the Employers' association was as emphatic in his denial. He represents all the big employers in Chicago and has recently opened an employment department, where both union and nonunion men obtain work without discrimination.

"Some firms want union men, feeling that they are better disciplined," said Mr. Job, "and these we send them. Others send nonunion men, and they get them. There is a strong demand for labor. Manufacturing interests are good and I don't believe there will be any extensive shut-down."

INDPLS. NEWS.
AUGUST 23, 1904.

TROLLEY SLEEPERS ON

KANSAS CITY TIMES, KAN. CT. MO.

AUG. 23, 1904

NO PASSES FOR POLITICIANS.

The Pullman Company Decides to Shorten Its Free List.

New York, Aug. 22.—Robert T. Lincoln, president of the Pullman Car company, has issued an order that no passes on parlor or sleeping cars will be issued to politicians, officers or employees of any Eastern railroads. Exception is made in favor of some of the Western roads because of peculiar circumstances. Many contracts exist between the Pullman company and Western roads, many of which run their own palace cars, as well as Pullman.

TROLLEY SLEEPERS ON THE APPELYARD LINES

HOLLAND CARS TO RUN BETWEEN
COLUMBUS AND CLEVELAND.

BEGINNING OF GENERAL USE

The first regular sleeping-car service on trolley lines will probably begin on the Appleyard system, in Ohio, next week, when the two Holland sleeping cars, designed and manufactured by an Indianapolis company, will run between Columbus and Cleveland, through Zanesville, Canton and Acton. One trip each way will be made every night. The distance, more than 200 miles, will be covered in such time that the passenger will be able to take a berth in Columbus and be in Cleveland in time for breakfast, and vice versa.

The Appleyard system is one of the largest and best equipped. Its addition of a sleeping-car service is regarded as the beginning of the general use of sleeping cars on trolley lines. The Appleyard system has a trackage of 200 miles now in operation, and ninety miles that will soon be ready for use. The lines run from Toledo to Cincinnati, from Dayton to Zanesville, from Zanesville to Cleveland, and will soon enter Pittsburg. Besides these through lines, there are several branch roads.

The two Holland sleeping cars that are to be placed in regular service are the cars that have been shown in this city. Trial runs were made with them between Indianapolis and Lafayette, and the run from Indianapolis to Dayton was attempted, but they could not be taken through Richmond because of the low bridge of the C. C. & I. company. One car that was practically destroyed by fire has been rebuilt by the Harlan & Hollingsworth Car Company, of Wilmington, Del. This company is the pioneer in the building of sleeping cars, having constructed the first Pullman and the first Wagner ever built.

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Page 83

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THE APPELYARD LINES

HOLLAND CARS TO RUN BETWEEN
COLUMBUS AND CLEVELAND.

BEGINNING OF GENERAL USE

The first regular sleeping-car service on trolley lines will probably begin on the Appleyard system, in Ohio, next week, when the two Holland sleeping cars, designed and manufactured by an Indianapolis company, will run between Columbus and Cleveland, through Zanesville, Canton and Acton. One trip each way will be made every night. The distance, more than 200 miles, will be covered in such time that the passenger will be able to take a berth in Columbus and be in Cleveland in time for breakfast, and vice versa.

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TRIBUNE
AUG. 25, 1904

MANY ARE IDLE IN PULLMAN.

Fears Are Expressed That the Big Shops Soon Will Be Closed for Indefinite Period.

Residents of Pullman, the "model" suburb of Chicago, are having trouble. Of 7,000 heads of families who work in the car shops—the town's sole industry—only a few still are on the pay roll. It is estimated that more than 6,000 workmen are idle. It is feared that the shops soon will close indefinitely.

"The trouble is that we are paying higher wages than other car companies with which we are brought into competition," said one official of the company yesterday. A reduction in wages appears inevitable.

"I don't believe the shops here will close down completely this summer, in spite of the rumors circulating. It is probable the working force will be reduced, but there will be some men left, in any event, at work in the repair shop."

EVE. NEWS
AUG. 25, 1904

PULLMAN SHOPS NOT TO CLOSE

Vice-President Wickes Says 3,500 to 4,000 Men Are at Work.

"There are between 3,000 and 4,000 men now employed in the shops at Pullman, and the normal force is only 6,000," said Thomas H. Wickes, vice-president of the Pullman company, to-day in answer to an inquiry concerning a report that 5,000 car builders have been laid off from the employment. "Conditions are about as they were two weeks ago," he continued. "Orders on hand are few and inquiries ahead are infrequent. It has not been decided to shut down the car shops, as has been reported."

Mrs. Frank O. Lowden and children have gone to Thousand Islands, Alexandria Bay, Mass., where they will remain until Sept. 1. She will then join her mother, Mrs. George M. Pullman, at Elberon, N. J. Mrs. Pullman has left Saratoga, where she has been passing a few weeks with Miss Mabel Sanger and Miss Ada Taylor of New York, and has gone to Bethlehem, N. H.

EVE. NEWS.
AUG. 29, 1904

BUFFET FOR TROLLEY LINE.

Dining Car Added to Aurora, Elgin & Chicago Service.

What is expected to provide an innovation in electric railway travel is to be started to-morrow when the Aurora, Elgin & Chicago Railway company is to put into use a chair car and buffet service on its third-rail line running from 52d avenue to Wheaton, Elgin, Aurora and Batavia. Carrying officials of the road the "Carolyta," equipped on the style of a Pullman car, is to make its initial run, starting at 8 p. m. from the new Metropolitan elevated station in 5th avenue, near Jackson boulevard.

RECORD.
AUG. 29, 1904

"SLAVES UNDER ABE'S SON"

Pullman Porters Declare the Name "Freeman" Is Far From True.

TACOMA, Wash., Aug. 28.—Porters on Pullman cars of the special Knights Templar train which arrived yesterday brought copies of a booklet setting forth the object of the movement for a union. The caption of the booklet reads, "Freeman, Yet Slaves Under 'Abe' Lincoln's Son; Service and Wages of Pullman Porters." The booklet is addressed to Robert T. Lincoln, president of the Pullman Company. Through their spokesman, C. F. Anderson of Chicago, the porters said their wages are lower than the cost of providing a livelihood. The wages, says the booklet, are from \$25 to \$45 a month, and then follows a frank acknowledgment that tips have fallen off.

AMERICAN
AUG. 30, 1904

GREAT SHOPS CLOSE SEPT. 1

Thousands to Lose Employment Probably Until After Presidential Election.

The great plant of the Pullman Car Company will close on September 1 and the town will be idle. Thousands will be deprived of employment. Thirty thousand people at Pullman and in the surrounding towns will be affected, and it may be that work will not be resumed until after the Presidential election.

When the Pullman company is working on full time 7,000 persons are employed. During the last few months, owing to a lack of new orders, men have been laid off three and four hundred at a time, until now the force does not aggregate more than 2,000. These men are engaged in finishing the construction of cars already under way, and when these are ready for the rails the shops will be closed and the great plant rendered idle.

RECORD.
AUG. 30, 1904.

GREAT SHOPS TO CLOSE

Lack of Work Forces Pullman Officials to Shut Down Plant Sept. 1.

WHOLE TOWN WILL BE IDLE

Order Involving 80,000 Persons Likely to Be Effective Un-

EVE. NEWS
AUG. 30, 1904

PLAN FIGHT ON UNIONS

Employers Ready to Profit by Expected Collapse of Big Strike.

PLANTS MAY CLOSE DOWN

Strong Evidence Seen in Reported Intention of the Pullman Company.

Regarding the stockyards strike as now approaching certain and complete collapse, wholesale employers of labor in Chicago are declared to contemplate taking advantage of the situation to wrest the city from its position as the stronghold of organized labor in America. While refusing to admit it, the closing down of great industrial institutions, such as is said to be the intention of the management of the Pullman car works, is scarcely any incident. It is averred, in the movement. It is estimated that 285,000 men employed in great industrial plants of the country are in momentary peril of being made idle.

Apprehension at Pullman.

Continued reductions in the working forces at Pullman and rumors of an impending complete shutdown have caused widespread apprehension among the mechanics employed there and their applications for work are numerous in all departments of the labor market in Chicago. Unrest has been caused in the industrial army employed in the plants of the International Harvester company, through similar fears and the same is true in other large manufacturing establishments.

While the officials of the harvester company deny a shutdown is contemplated, lesser attaches admit that the subject of a close-down has been contemplated until, such time as industrial conditions are more settled. No decision has been reached on the subject, they say.

Organizations and individuals are contributing to their utmost and far below the city streets, where human moles are perfecting a great underground transfer system, opponents of unions profess to see a powerful agency that will assist them through weakening the hitherto invulnerable Teamsters' union—the bulwark of trade unionism in Chicago.

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will be the town of Pullman. The great shops of the Pullman company are to shut down on that date, and thousands of men employed in the various departments of the car-building corporation will be without work. Thirty thousand people at Pullman and in the surrounding towns will be affected, and it may be that work will not be resumed until after the presidential election. When the Pullman company is working on full time

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During the past week foremen of departments have been crowding through jobs that were under way and the understanding among the men is that when these are disposed of there will be no more work in hand. No formal notice of a shutdown had been posted at the works up to the close of business last night.

There is just a possibility that a few hundred men may be employed in the repair shops, although this is not decided upon, as there is a disposition on the part of the management to center all of this work for the present in the eastern shops.

Some time ago orders were given to reduce the working force in the eastern plant as well as here, and Vice President Wickes said then that so few new orders were being received for equipment that a complete shut-down might follow. Now comes the intimation that the machinery will be stilled Sept. 1.

NO SURPRISE TO RAILROADS.

News of the contemplated action on the part of the Pullman company did not surprise railroad officials yesterday. Several of them said that they had been expecting such an announcement for several weeks and believed it largely due to the disposition of large manufacturing corporations to curtail expenses and output on the eve of a presidential campaign.

Department heads of the company, while not admitting that a definite order had been given to shut down the Pullman plant, refused to deny that such a plan was contemplated. One of these officials intimated that the company had been paying higher wages than any competitor in the same industry and ventured the opinion that wages would be cut and a lower scale inaugurated when the entire force was again working on full time.

OFFICERS NOT IN TOWN.

Executive officers of the Pullman company are: Robert T. Lincoln, president; T. H. Wickes, vice president, and A. S. Weinsalmer, secretary. Nothing of the whereabouts of Mr. Lincoln or Mr. Weinsalmer could be learned at their respective homes last night, and at Mr. Wickes' residence it was said that although he was in town, it was not known where he was, and he would not return to his home until today. Frank O. Lowden, a director of the company, is at his summer home in the Thousand Islands, and Marshall Field, the other resident director, is in Europe.

EXAMINER
AUG. 26, 1904

**LUNCHEON CARS WITH FOOD AT POPULAR
PRICES, NOW ON MICHIGAN RESORT TRAINS**



The accompanying cut shows the interior of one of the novel luncheon cars recently placed in service on the Pere Marquette Railroad between Chicago and the east coast resorts of Lake Michigan. The cars depart Chicago every Friday and Saturday and serve luncheon between this city and all points as far north as Grand Rapids. The charges are on a par with those of Chicago lunchrooms. No stools, however, are provided in the railway luncheon car, passengers being required to stand while eating.

RY. AGE.
AUG. 26, 1904.

Mr. H. M. Pfleger has been elected vice-president of the Commonwealth Steel Company of Saint Louis. Mr. Pfleger has been in the sales department of the American Steel Foundries for about a year, having previously been for several years mechanical engineer of the Pullman Company.

Erie Railroad is reported in the daily press to be negotiating with the Pullman company for the Pullman train which is now on exhibition at the St. Louis World's Fair.

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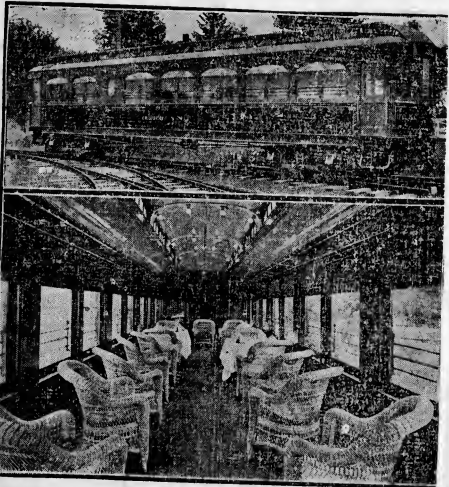
TO DINE AS THEY RIDE

Aurora, Elgin & Chicago Electric Buffet Car to Make Trip To-Night

IS PIONEER OF ITS KIND

Invited Guests Will Go Over the "Polly L"—Outline of the Regular Service.

In Chicago to-night for the first time in the history of the big cities of the world men will eat and drink as they whiz along in a car over an elevated railroad high in the air. The experience will be long to the guests invited by the officials of the Aurora, Elgin & Chicago Railway



EXTERIOR AND INTERIOR OF NEW BUFFET CAR FOR AURORA & ELGIN ELECTRIC RAILWAY.

(The interior view shows spaces between chairs, where tables will be set.)

[From a photograph by the Engineering Photo company.]

company to ride upon the maiden trip of their new \$12,000 buffet car, Carolyn.

This car, the pioneer of buffet cars on electric railroads, is to be put into operation

INTER OCEAN
AUG. 31, 1904

Labor Troubles Affect Deals.

Labor troubles were prominent in market discussion today. The announcement of the early shut-down of the Pullman plant had an adverse effect, especially as it is reported that they will be closed until after election. This company now employs much below its average number of employes, but it was estimated that many thousands would be affected by the shut-down. The practical effect of the packing strike was regarded favorably, but so far as the Fall River strike is concerned there is believed to be no prospect of any change for weeks to come.

JOURNAL.
AUG. 31, 1904.

EXPECT CUT AT PULLMAN

Union Men Believe Shutting Down of Plant Is Preliminary Move in Plot to Lower Wages

Behind the laying off of 500 more workmen at Pullman shops and the probability that the 1,500 remaining will be forced out at the end of this week, the union men think they see a movement to make a reduction in the working wage when the men are re-employed.

Notwithstanding the fact that wages paid at Pullman are higher than are being paid in other shops for the same class of work, the union men say they would fight any attempt at a reduction.

Pullman company officials are reticent regarding the situation. The union men claim that several orders have been received lately, but no work has been begun on them.

TRIBUNE
AUG. 31, 1904

FEAR A SHUTDOWN AT PULLMAN.

Union Men Further Alarmed When 500 More Are Laid Off, Leaving Only 1,500.

With the laying off of 500 more men at the Pullman car shops the alarm of the union workers increased, and they stated their fear that the remaining 1,500 would be idle at the end of the week. The Pullman company officials refuse to state their position.

The union men declare the works are to be shut down in order that the present wage scale may be done away with and the men rehired at lower price. If this is attempted, the union members assert, they will fight. Wages paid at Pullman are said, however, to be higher than those given at other shops for the same classes of work.

No new jobs have been begun for several weeks, although orders are said to be numerous.

RECORD.
AUG. 31, 1904

PULLMAN PLANT LAYS OFF 500

No More Work Till Further Notice Is Only Explanation Given.

Five hundred employes of the Pullman company were given their time checks yesterday and were told that there would be no more work for them until further notice. This left the shops with only 1,500 men on duty and gave color to the report that the great plant is to be closed entirely within a few days. Officials of the company were uncommunicative.

EVE. NEWS
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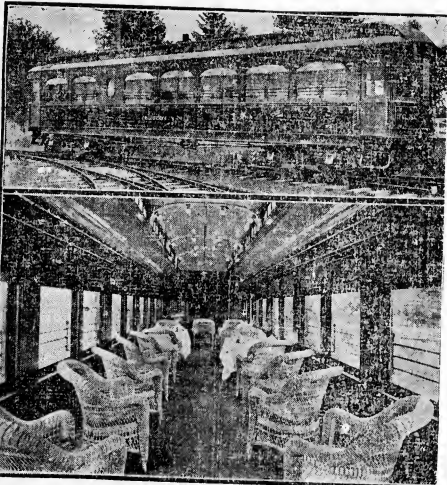
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service between Chicago and the suburban towns of Glen Ellyn, Wheaton, Aurora, Elgin and Batavia. It is expected to be especially popular with the patrons of the golf clubs, which lie along the line of the Aurora, Elgin & Chicago railway. Followers of that fashionable game will be able in the future to jump from their offices into the electric buffet car and eat as they ride to their golf grounds, thereby saving the time that is now lost at luncheon at a downtown restaurant.

Only To-Night on the "L."

Ordinarily this new car will not mount the elevated structure, but will empty its patrons into the every-day coaches of the Metropolitan "L" road at the junction of the latter with the suburban electric line at 53d avenue. But an exception has been made for to-night by special permission of the officials of the Metropolitan "L."

In order to furnish a suitable starting point for such an innovation as the Carolyn they have agreed to open their new and uncompleted downtown terminal in 5th avenue between Jackson boulevard and Van Buren street. There the guests of the suburban road will enter the buffet car for its first trip and to that point they will be returned after enjoying the pleasures of a feast and a ride as far as Elgin and Aurora.

Escort of the Party.

Newspaper men from those and other towns along the line and from Chicago will compose the party, which will be under the escort of General Manager Edwin C. Faber, Traffic Manager Leon F. Reinhard and Auditor C. E. Flenner of the Aurora, Elgin & Chicago Railway company.

"We don't anticipate the least trouble in keeping food on the dishes and the dishes on the tables," said Traffic Manager Reinhard to-day. "Though this is the first time a buffet car will ever have been used on an elevated electric railroad, we know already that it will be a success from the standpoint of the stomach and the pocket book. Few people realize that our ordinary coaches, though twelve feet shorter, are twelve tons heavier than the average Pullman car. The new buffet car will be still another ton heavier and it has been fitted with new and stronger springs and heavy motors.

Will Cook by Electricity.

"Moreover, ours is not a trolley line, but a third-rail system, the same that is in use on the elevated roads. I doubt whether buffet cars could be run successfully upon a trolley road. The Carolyn will be an electric car in every meaning of that word. All the cooking, as well as all the heating and lighting and motive power, will be by electricity. The car will be equipped with electric ovens and electric broilers. It will not contain fixed seats, but will be fitted with movable rattan chairs. The buffet boards will be fastened to the walls as in a regular Pullman buffet car. The car has been prettily decorated, the interior tones being canary yellow and apple green, while the exterior will be of a dark olive.

At First for Charter Parties.

"It is our intention to put the car into constant service within a short while, but for the present it will be reserved exclusively for parties who charter it. It has five or six engagements already."

The new terminal station on 5th avenue, from which the "Carolyn" will start upon its special trip to-night, is expected by the Metropolitan "L" officials to be ready to be opened to the public by Sept. 15. "It will then be used to relieve the loop during the rush hours in the morning and at night," said Secretary George Higginson, Jr., to-day. "The trains which now stop at Canal street will be carried across the river and brought into the new 5th avenue terminal. It is believed that our patrons within a radius of three or four blocks will prefer to walk to the new terminal, where they can get empty trains, rather than to take trains already crowded at stations on the loop."

AT PULLMAN.

Work Will Continue as Long as Orders Hold Out.

IN STATU QUO.

Work Slack at Car Works, but Stories in City Papers Are Entirely without Foundation and Grossly Exaggerated.

"We have no intention of closing the Pullman shops. As long as our orders hold out the work will continue. All our own cars are busy at present on account of the fair at St. Louis. Repair work on them will amount to little as long as the cars are fit for service. Conditions at Pullman are practically the same as they were two months ago. If we get more orders we will fill them. If we don't, it will be necessary to lay off men as fast as the work now in hands is completed."

The above is the substance of a statement made by Vice President Wickes of the Pullman Company to the editor of this paper Thursday morning. It amounts to a reiteration of his former interviews. "The question was asked: 'Then the statements by the city daily papers, that the works would shut down September first, are entirely without foundation and their comments grossly exaggerated, are they not?'"

"They nearly always are, concerning the Pullman Company," answered Mr. Wickes.

And so the Chicago daily papers continue to copy each other's lies and when brought to book they print additional lies to lie out of their first lies.

A few weeks ago the city papers came out with a similar story relating to the alleged proposed closing of the Pullman works. The Callmet Record denied the canard and printed the facts in the case, as it always tries to do, and generally does.

The next day the Chicago Journal published an article headed in this wise: "Wickes corroborates report." A rambling paragraph followed and then came Mr. Wickes' interview, which was practically the same as that quoted above. The Journal tried to lie out of his lie by another lie and proved it to be such in the very same article. The Pullman shops will not close, in all probability. Forces may be further reduced until after the fair and after the election. Then will come abundant repair work on the cars now in constant use for the St. Louis exposition, repair work on hundreds of cars for the various railroads and orders for new cars in the revival of good times that will surely follow the present stagnation.

The criminally false statements of the city papers have demoralized business in Pullman and vicinity, but that, too, will revive with the return of normal conditions.

In the meantime, the merchants, citizens, property owners or anybody else wish to learn the truth, the whole truth and nothing but the truth about local affairs, let them read the papers.

PROGRESS CONSIDERED CHICAGO RAILWAY CENTER OF WORLD

English Professor, Here to Study Our Methods, Says His Country Is Far Behind America in Prompt Handling of Freight

C. L. Dewarup, professor of economics of the University of Manchester, England, arrived in Chicago yesterday on a tour of inspection or investigation of American railroads. During the day Mr. Dewarup visited the general offices of the Chicago, Burlington & Quincy Railroad and held long conferences with the heads of different departments.

"I have come over here under the direction of the British railway companies to study methods of operation and traffic," said Dewarup. "I expect to be in the United States several weeks. When I return to England I will deliver a course of lectures to employes and officers of British railroads on the improved methods of handling business, particularly freight, by the roads of the United States. I will also lecture to students in the University of Manchester on improved transportation methods of the American roads."

"England is behind this country in many of the branches of railroading. While we do not have the rate troubles that are experienced here, we are behind you in the matter of prompt handling of freight. On this trip I am making a special study of the freight traffic question."

"We in England consider Chicago the great railway center of the world and when we seek for knowledge in the transportation line we naturally turn to this city. The terminal facilities in and around this city are unduly comprehensive and complete."

After a week or ten days in Chicago Mr. Dewarup will start on a tour of the Burlington system, which he considers one of the model railroads of the West.

PASSENGER TRAFFIC BREAKS ALL RECORDS

Railroads Handle Over 1,000,000 Excursionists During Six Weeks.

New York, Sept. 1.—"More than 1,000,000 excursion passengers will have been handled by railroads east of the Mississippi River within the six weeks ending September 1," said General Passenger Agent J. C. McQuinn of the Pennsylvania system yesterday. "This breaks all records."

The months of July and August embrace the vacation period. Railroad men in every part of the country look for a large augmentation of passenger traffic during these months, but this summer has witnessed a rush such as never before has been known. As a usual thing it is the freight department of a railroad that puts the most money into the company's treasury. This year, however, the passenger departments of several railroads will vie with the freight departments in swelling the net receipts.

EVILS OF PIECEWORK.

Idle hands breed mischief. Piecework timework is one of the greatest of evils—breeders. I speak from personal experience, although mine was not gained in Packingtown, but I know from a reliable source that conditions are similar there. I know what it means to wait six hours in order to secure, or rather, a three-hour job, meanwhile not being allowed to do a stroke of work for yourself, not even to the extent of taking a pair of slacks along to the darn. This is not an exception, but a common, everyday experience.

Perhaps two or three weeks may run comparably smooth, but as work is concerned; then you take courage, buy some needed article for the house you have been trying to get along without and then come the idle hours and less pay. How can one expect active beings to sit idly around doing nothing? If hands or feet are not usefully employed, brain and tongue will seek some other stimulus energy. Dissatisfaction with existing conditions may start gossip going and "at every turn the ball grows." I leave it for the reader to follow its course.

Your moral stamina may keep you from joining in the gossip and mischief, but you cannot escape the effects of bitterness it breeds, and what about those who have less of moral backbone and plenty of energy? Does the employer think he would be able to do better under such circumstances? Is his sense of right and wrong under better control?

Now, turn the searchlight on Packingtown. What do the packers do? Bring in more labor, perhaps not as skilled, perhaps less self-respecting. When more idle the result be? More idleness, more idle hands set to work, and the employer is blinded that it does not see the danger it is steering right into by letting a few of his employers run the entire show. Will they not be the last ones to "kick" when another upheaval takes place in the labor world, caused not by the employer, but by the man thrown on the labor market, who cannot be expected to be peaceful without the chance to give honest labor in return for honest pay?

If we are not yet ready for "brotherhood" to rule, let us at least give the self-respecting laborer our support. If necessary, let us be hours shorter, but steady, not twelve hours to-day and perhaps three or none to-morrow. DANISH GIRL.

Chicago, Aug. 30.

INTER OCEAN.

SEPT. 2, 1904.

PROSPERITY IS EVERYWHERE IN WEST AND SOUTHWEST

Railroad Official Makes Optimistic Predictions—Says 'Conditions at Large Will Greatly Improve.'

Special Dispatch to The Inter Ocean.
NEW YORK, Sept. 1.—J. H. Moore of the Rock Island is in New York on his way to the Newport horse show. He expects to return to this city after that event.

He spent the summer at Wisconsin and traveling through the West and Southwest. With regard to his impressions, he says: "I believe the conditions both in Wall street and in the country at large will be better in the next six months than they are today. There is now no public in Wall street, and stocks are in a strong hand."

"In the West the public has money in bank and good crops in nearly all sections. Iowa and the corn belt at large are going to be rich unless something unfortunate happens in the next ten days."

"Southwestern bank will me the farming community is clearer of debt than it has been for years. Mortgages are light and the banks have less call for the funds in this kind of security."

"I do not know what is going to happen in the immediate future, but I know that the West and the Southwest look forward to a year of great prosperity."

AT PULLMAN.

Work Will Continue as Long as Orders Hold Out.

IN STATU QUO.

Work Slack at Car Works, but Stories in City Papers Are Entirely without Foundation and Grossly Exaggerated.

"We have no intention of closing the Pullman shops. As long as our orders hold out the work will continue. All our cars are busy at present on account of the fair at St. Louis. Repair work on them will amount to little as long as the cars are fit for service. Conditions at Pullman are practically the same as they were two months ago. If we get more orders we will fill them. If we don't, it will be necessary to lay off men as fast as the work now in hands is completed."

The above is the substance of a statement made by Vice President Wickes of the Pullman Company to the editor of this paper Thursday morning. It amounts to a reiteration of his former interviews. The question was asked: "The statements by the city daily papers that the works would shut down September first, are entirely without foundation and their comments grossly exaggerated, are they not?"

"They nearly always are, concerning the Pullman Company," answered Mr. Wickes.

And so the Chicago daily papers continue to copy each other's lies and when brought to book they print additional lies to lie out of their first lies.

A few weeks ago the city papers came out with a similar story relating to the alleged proposed closing of the Pullman works. The Callumet Record denied the canard and printed the facts in the case, as it always tries to do, and generally does.

The next day the Chicago Journal published an article headed in this wise: "Wickes corroborates report." A rambling paragraph followed and then came Mr. Wickes' interview, which was practically the same as that quoted above. The Journal tried to lie out of its lie by another lie and proved it to be such in the very same article. The Pullman shops will not close, in all probability. Forces may be further reduced until after the fair and after the election. Then will come abundant repair work on the cars now in constant use for the St. Louis exposition, repair work on hundreds of cars for the various railroads and orders for new cars in the revival of road times that will surely follow the present stagnation.

The criminally false statements of the city papers have demoralized business in Pullman and vicinity, but that, too, will revive with the return of normal conditions.

In the meantime, if merchants, citizens, property owners or anybody else wish to learn the truth, the whole truth and nothing but the truth about local affairs, let them read the local papers.

DO NOT CONSIDER CHICAGO RAILWAY CENTER OF WORLD

English Professor, Here to Study Our Methods, Says His Country Is Far Behind America in Prompt Handling of Freight

C. L. Dewansup, professor of economics of the University of Manchester, England, arrived in Chicago yesterday on tour of inspection or investigation of American railroads. During the day Mr. Dewansup visited the general offices of the Chicago, Burlington & Quincy railroad and held long conferences with the heads of different departments.

"I have come over here under the direction of the British railway companies to study methods of operation and traffic," said Mr. Dewansup. "I expect to be in the United States several weeks. When I return to England I will deliver a course of lectures to employes and officers of British railroads on the improved methods of handling business, particularly freight, by the roads of the United States. I will also lecture to students in the University of Manchester on improved transportation methods of the American roads. "England is behind this country in many of the branches of railroading. While we do not have the rate troubles that are experienced here, we are behind you in the matter of prompt handling of freight. On this trip I am making a special study of the freight traffic question."

"We in England consider Chicago the great railway center of the world and when we seek for knowledge in the transportation line we naturally turn to this city. The terminal facilities in and around this city are nothing comprehensive and complete."

After a work or ten days in Chicago Mr. Dewansup will start on a tour of the Burlington system, which he considers one of the model railroads of the West.

PASSENGER TRAFFIC BREAKS ALL RECORDS

Railroads Handle Over 1,000,000 Excursionists' During Six Weeks.

New York, Sept. 1.—"More than 1,000,000 excursion passengers will have been handled by railroads east of the Mississippi River within the six weeks ending September 1," said General Passenger Agent Ford of the Pennsylvania system yesterday. "This breaks all records."

The months of July and August embrace the vacation period. Railroad men in every part of the country look for a large concentration of passenger traffic during the two months, but this summer has witnessed a record such as never before has been known. As a usual thing it is the freight department of a railroad line that puts the most money into the company's treasury. This year, however, the passenger departments of several railroads will vie with the freight departments in swelling the net receipts.

EVILS OF PIECEWORK.

Idle hands breed mischief. Piecework of timework is one of the greatest of evil-breeds. I speak from personal experience, although mine was not gained in Peckington, but I know from a reliable source that conditions are similar there. I know what it means to wait six hours in order to secure, perhaps, a three-hour job, or work for yourself, not even to the extent of taking a pair of stockings along to darn. This is not an exception, but a common, everyday experience.

Perhaps two or three weeks may run consecutively then you take courage, buy some needed article for the house you have been trying to get along without and then come the idle hours and less pay. How can one expect active beings to sit idly around doing nothing? If hands or feet are not usefully employed, brain and tongue will seek some other use for their powers. Dissatisfaction with existing conditions may start gossip going and "at every turn the bell gows." I leave it for the reader to follow.

Your moral stamina may keep you from joining in the gossip and mischief, but you cannot escape the feeling of bitterness it breeds. A man who takes those who have less of moral backbone and plenty of energy? Does the employer think he will be able to do better under such circumstances? In his sense of right and wrong under better control?

Now, turn the searchlight on Peckington. What are the packers doing? Bribe-taking, or at least, perhaps not so skilled, perhaps less self-respecting. What will be the result here? More idle hours, more dissatisfaction with existing conditions, more steering right into by letting a few of the employers run things entirely on their own. What are the packers doing? They will not own the stock. They will not be the last ones to "kick" when another upheaval takes place in the labor world, caused mainly by undisciplined people in the labor market, who cannot be expected to be peaceful without the chance to give honest labor in return for honest pay.

If we are not yet ready for "brotherhood" to rule, let us at least give the self-respecting laborer our support. If necessary, let his hours be shorter, but steady, not twelve ours today and perhaps three or none tomorrow. DANISH GIRL.

Chicago, Aug. 30.

INTER OCEAN.

SEPT. 2, 1904.

PROSPERITY IS EVERYWHERE IN WEST AND SOUTHWEST

Hullford Official Makes Optimistic Predictions—Says Conditions at Large Will Greatly Improve.

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"I believe that conditions both in Wall street and in the country at large will be better in the next six months than they are today. There is now no public in Wall street and the stocks are in a dead hand."

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"Soutwestern banks tell me the farming community is clearer of debt than it has been for years. Mortgages are light and the banks are less call for their funds on this kind of security."

"I do not know what is going to happen in the immediate future, but at most that the West and the Southwest look forward to a year of great prosperity."

RY. AGE.
SEPT. 2, 1904.

A Lunch Counter on Wheels.

During the summer season the Pere Marquette has a very heavy resort traffic, especially at the end of the week



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of money tied up in supplies at central or division store-temptation for everyone to hold back will return for fear you take an inventory you must figure on removing the to get enough ahead to keep himself from running out. When whose requisitions for materials are arbitrarily cut, will the employe who does not receive supplies regularly, to hold the train without paying later expenses with a cash. Part of the trouble together so that we can cut in the lot or enough there local conditions permit. We should be able to de-leave; to let them overlap a little while business is dull, or ment. Our great task is to give them to the best advan- much and working time. Yes, I know we must have depart- the proprietors of other men who earn salaries by dining (ies, or examine interlocking plants, he would interfere on business; if he should repair furniture, sold it, inspect hours' work. If he should try to do any other company hand him hundreds of miles to do a few minutes' or a few although the best car is a nuisance in distance and yards, we one is a function of weight. He is so valuable to us that, inspector is a very necessary individual because freight rev- can not even think in what a messengers, but or man-

when there is an exodus from Chicago and other large cities to the Michigan resorts which the Pere Marquette serves in such large numbers, and the return of this travel on Sunday evenings is almost equally heavy.

The resourceful general passenger agent of the line, Mr. H. F. Moeller, in casting about for facilities to fit these conditions, found it impossible to supply dining cars in sufficient numbers to take care of this traffic, and decided to meet the rush in much the same way that the noonday lunch places in the cities take care of the rush at the luncheon hour.

The luncheon car, illustrated in the accompanying engraving, was the result of his investigations. An old parlor car was converted into an eating house by the construction of a counter 42 feet 2½ inches long, 3 feet 9 inches high and 16 inches wide on the top. Extensions at either end were run to the side of the car, leaving a space of 6 feet at each end and 3 feet 5½ inches at the side running the length of the counter. The necessary shelves, lockers, etc., are built behind the counter, and the usual restaurant facilities, including steam heat, sinks with hot and cold water and like accoutrements, are complete. All of the woodwork, except the top of the counter, which is walnut, is of pine and is stained to give a finish matching the interior of the car. The service in this car is in charge of the Heuser Baking Company of Chicago and the car runs to and from Hartford, Mich., giving nearly 3½ hours in which to serve meals.

Westinghouse, Church, Kerr & Co. have been installing train lighting equipments on six trains of the New York New Haven & Hartford. The equipment consists of a Westinghouse engine direct connected to a generator in conjunction with storage batteries, the engine being supplied with steam from the locomotive.

Canada Car Company of Montreal are being organized by interests connected with the Pressed Steel Car Company and press reports state that contracts are already in hand which will keep the plant running for several years. It is stated that W. P. Coleman of New York, formerly second vice-president of the American Car & Foundry Company, will be general manager of the new plant and that the directors will include P. N. Hoffstot, president of the Pressed Steel Car Company, and J. A. Blair of the New York banking firm of Blair & Co.

Saint Louis Car Company, Saint Louis, have increased their annual output in 17 years from 300 to 3,000 cars. The company now employ about 3,000 men and have 25 departments, including a truck factory and brass foundry. A local paper states that the company will soon put upon the market a new automobile, for which strong claims are being made.

American Car & Foundry Company will resume work at the Memphis plant on September 15, according to reports, which state that in addition to the repair orders on hand the company will build 350 cars for the New Orleans & North-eastern. These works were formerly owned by the Southern Car & Foundry Company, as noted in our issue of July 22.

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The luncheon car, illustrated in the accompanying engraving, was the result of his investigations. An old parlor car was converted into an eating house by the construction of a counter 42 feet 2½ inches long, 3 feet 9 inches high and 16 inches wide on the top. Extensions at either end were run to the side of the car, leaving a space of 6 feet at each end and 3 feet 5½ inches at the side running the length of the counter. The necessary shelves, lockers, etc., are built behind the counter, and the usual restaurant facilities, including steam heat, sinks with hot and cold water and like accoutrements, are complete. All of the woodwork, except the top of the counter, which is walnut, is of pine and is stained to give a finish matching the interior of the car. The service in this car is in charge of the Heusner Baking Company of Chicago and the car runs to and from Hartford, Mich., giving nearly 3½ hours in which to serve meals.

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TROLLEY BUFFET CAR—EXTERIOR VIEW.

to that type in its finish and appointments. The car was built by the Niles Car & Manufacturing Company of Niles, O., at a cost of about \$12,000. The body weighs 34,000 pounds and the two trucks with motors 50,000 pounds, a total of 84,000 pounds. It is equipped with four motors each having 125 horsepower, making a total of 500 horsepower. The interior finish is Flemish oak inlaid with Chippendale lines and the head lining is cream color trimmed with gold. There are side tables sufficient for the accommodation of

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28 persons and comfortable wicker chairs which are used to convert the car into a chair car. The car is 55 feet long and the largest section is taken up with the dining room. A small compartment 6 feet wide is used for the butler's pantry and kitchen and next to it is a small smoking compartment. The service will be of the light buffet order, the kitchen being equipped with an electric stove. Regular dinner service will not be attempted. We believe this is the first service of this kind offered by electric railroads and the experiment will be watched with interest.

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AMERICAN.
SEPT. 3, 1904.

Debs' Effort Recalled.

Eugene V. Debs, for fourteen years secretary of the Brotherhood of Locomotive Firemen, made an attempt to organize all branches of the railway service into one union. The American Railway Union was the result. That organization, though it was severely opposed by the brotherhood, grew rapidly and in its first year won a great triumph and its first year won a great triumph and its first year won a great triumph.

A few years ago fraternal relations established between the various railway brotherhoods, and they now have a working agreement, which, however, rests upon a voluntary basis, that may fall to pieces at any moment. The shopmen and the first seven other employees not in the train service have almost entirely abandoned the union and are now members of the organizations and are now members of the organizations and are now members of the organizations.

INTER OCEAN.
SEPT. 4, 1904.

NAVAL OFFICERS TO MAKE
PULLMAN PORTERS GRIN

Will Be Allowed to Include "Tips" in Expense Accounts—Secretary Morton Knows the Cost of Travelling.

Special Dispatch to The Inter Ocean. WASHINGTON, D. C., Sept. 3.—Naval officers who never have been able to include tips in their expense accounts while traveling are rejoicing that there now is a railroad man who knows what it costs to travel at the head of the department. Secretary Morton has issued an order that naval officers who are traveling on official business, but who are not entitled to mileage, shall be allowed \$5 cents a day for tips whether at hotels or on the train, and carriage hire when necessary.

They also will be allowed the actual cost of transportation, including Pullman fare; \$1 each for meals on the train; \$1.50 for meals not on train; \$5 a day for hotel bills and \$1 for transfer of baggage. These are the maximum allowances for travel at home. Officers traveling abroad will be allowed \$1 a day for tips at hotels, and \$1.50 a day on merchant ships, with an extra \$1 for a steamer chair.

Other reasonable incidental expenses will be paid. Heretofore there has been no uniform rule about expense accounts and tips generally have been thrown out.

SHOCKED BY CAR PORTERS

Foreign Notables on Their Way to St. Louis Startled When Shoes Mysteriously Disappear.

SPECIAL TO THE EVENING POST. PITTSBURGH, Sept. 8.—Members of the Inter-Parliamentary Union en route to St. Louis became entangled in the wonders of American transportation on their way here from New York. They had no sooner mastered the intricacies of the sleeping car than their two special trains were tied up on the horseshoe curve in the mountains by the wreck of a freight train.

Many amusing experiences occurred on the sleeping cars, but when the visitors were safely tucked away in their sections they were bound to admit that the same sorts of American travel were not to be lightly considered. Several objected to the porter's removal of their shoes by stealth after they had retired, but when the custom was explained to them they were satisfied, only remarking that the morning tip reminded them of home.

CALLUMET RECORD.
SEPT. 8, 1904.

LOSS OF UNION PRESTIGE.

The diminished hosts of Labor Day paraders must not necessarily be taken as a criterion, but it bears out a feeling that has been growing constantly during the past year. The principle of union labor is well founded. Public sympathies are naturally with the workers and as long as unions conduct their affairs properly they will have the moral support of the public.

As has been stated before in these columns, union labor is generally unfortunate in its leaders. Their campaigns are too often conducted on the principle that what is one man's gain must be another's loss. Instead of trying to increase the capability and the output of a plant or its workmen, they strive nearly always for shorter hours and more pay.

That's the narrow, selfish way to about it.

There has been formed a bank clerk's union which, marvelous to relate, tries not for shorter hours, but seeks to educate its members to accomplish more work in a given time. This is the proper sphere of unionism. A conflict with the employer is not necessary. Why not try to increase the efficiency of the workman so that he can earn more pay. Then the advance of wages would be the result of honest effort and not extortion.

We repeat that the cardinal principle of unionism is well founded, the advantage to the many in combination; but the methods of the majority of labor leaders are reprehensible. They have done so.

night-closing of South Chicago stores "is a case in point.

The clerks demanded and received three nights of a week. The result has been a great loss of business to all the local merchants and LESSON FOR CLERKS. Thus has the boomering returned. Whenever the demands of unions are reasonable they meet with the approval of the public and usually of the employer. When they are unfair and are forced, the results are disastrous to employer and employes alike.

incomplete, and their methods are on a par with their personalities.

Influenced by the practices of the head officials, lesser lights in the labor world are guided by poor motives. Short-sighted demands on employers damage both. The recent

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Many amusing experiences occurred on the sleeping cars, but when the visitors were safely tucked away in their sections they were bound to admit that the somnolent of American travel were not to be lightly considered. Several objected to the porter's removal of their shoes by stealth after they had retired, but when the custom was explained to them they were satisfied, only remarking that the morning tip reminded them of home.

CALUMNET RECORD.
SEPT. 8, 1904.

LOSS OF UNION PRESTIGE.

The diminished hosts of Labor Day paraders must not necessarily be taken as a criterion, but it bears out a feeling that has been growing constantly during the past year. The principle of union labor is well founded. Public sympathies are naturally with the workers and as long as unions conduct their affairs properly they will have the moral support of the public.

As has been stated before in these columns, union labor is generally unfortunate in its leaders. Their campaigns are too often conducted on the principle that what is one man's gain must be another's loss. Instead of trying to increase the capability and the output of a plant or its workmen, they strive nearly always for shorter hours and more pay.

That's the narrow, selfish way to about it.

There has been formed a bank clerk's union which, marvelous to relate, tries not for shorter hours, but seeks to educate its members to accomplish more work in a given time. This is the proper sphere of unionism. A conflict with the employer is not necessary. Why not try to increase the efficiency of the workman so that he can earn more pay. Then the advance of wages would be the result of honest effort and not extortion.

We repeat that the cardinal principle of unionism is well founded, the advantage to the many in combination; but the methods of the majority of labor leaders are reprehensible. They themselves are blasting and

night-closing of South Chicago stores is a case in point.

The clerks demanded and received three nights of a week. The result has been a great loss of business to all the local merchants and LESS CLERKS. Thus has the boomerang returned. Whenever the demands of unions are reasonable they meet with the approval of the public and usually of the employer. When they are unfair and are forced, the results are disastrous to employer and employes alike.

incompetent, and their methods are on a par with their personalities.

Influenced by the practices of the head officials, lesser lights in the labor world are guided by poor motives. Short-sighted demands on employers damage both. The recent

RY. AGE.
SEPT. 9, 1904.

A HANDSOME PRIVATE

The private car illustrated was built
of Chicago for exhibition at the

Des Moines, Iowa, Exposition, 1904.

Sleeping Car Innovations.—The Chicago Milwaukee & St. Paul, being one of the few railway companies owning and operating the sleeping cars on its various lines, is able to indulge in some interesting departures from the uniform standards. Increased width and height in the sleepers, permitting wider, higher and longer berths than before, is one of the features for which advantage is claimed. Another pertains to the housekeeping. On the St. Paul's "Southwest Limited" trains between Chicago and Kansas City white counterpanes or bedspreads now replace the heavy wooten blankets which have always been the regulation thing, summer and winter—a pleasant change for a hot night—blankets being held in reserve and withip reach for a change of temperature. On a journey across the continent, through various altitudes and climates and over various soils, these dainty spreads might not be always suitable, but for a warm night's run they will be welcomed by many.

San Pedro Los Angeles & Salt Lake, we are informed, will place orders in New York during September for rolling stock approximating \$3,000,000. The company has been reported for several weeks as in the market for 65 locomotives, 10 coaches, 10 baggage cars, 3 mall cars, 750 gondolas, 750 box, 50 stock and 20 way cars. It is stated that through train service will be put in operation January 1, 1905, between Los Angeles and Chicago via Omaha. This will require about nine first-class trains.

RY. & ENGR. REVIEW.
SEPT. 10, 1904.

Holland Sleeping Car on Columbus, O., Electric Ry.
One of the new designs of sleeping cars for electric railways, known as the Holland car, which was illustrated and described in the Railway and Engineering Review on Jan. 16, 1904, has been put into service on an electric line running out of Columbus, O. The initial trip was made on Aug. 30, when a party of officials and guests made a trip from Columbus to Newark and then to Zanestville and return.

NEWS.
SEPT. 11, 1904.

PULLMAN HOTEL IS BURNED.

Guests at Hostelry in the St. Lawrence
River Escape in Boats.

[By The Associated Press]
Watertown, N. Y., Sept. 10.—The Pullman hotel, on Pullman island, St. Lawrence river, was destroyed by fire early to-day. The few guests and employes escaped in boats. The hotel was named after the late George M. Pullman, who entertained Gen. Grant at the dedication ceremonies here in 1862.

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San Pedro Los Angeles & Salt Lake, we are informed, will place orders in New York during September for rolling stock approximating \$2,000,000. The company has been reported for several weeks as in the market for 65 locomotives, 10 coaches, 10 baggage cars, 8 mail cars, 750 gondolas, 750 box, 50 stock and 20 way cars. It is stated that through train service will be put in operation January 1, 1905, between Los Angeles and Chicago via Omaha. This will require about nine first-class trains.

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A HANDSOME PRIVATE CAR.

The private car illustrated was built by F. M. Hicks & Co. of Chicago for exhibition at the Louisiana Purchase Exposition. Designed especially for the use of railway officials, it is equally well suited to any small party. There are six double berths and one double brass bed, in addition to section for help.

The car contains an observation room, one stateroom with upper and lower berth, folding white metal washstand, hopper and wardrobe; one private room, with brass bed, dresser and

the car are English Wilton, and silk and velour hangings in color to harmonize with carpets and woodwork of the several rooms.

The stateroom is finished in natural oak, and contains upper and lower berths of the latest type, upholstered in mahogany frieze plush of small diamond pattern, with carpets, hangings and head lining to match. This room is provided with hopper with upholstered cover, folding white metal washstand and large locker, making a complete and comfortable compartment. It also connects with the bath.

The bathroom adjoining the private room is provided with



HICKS PRIVATE CAR—DINING ROOM.

wardrobe; bathroom, with washstand, hopper and bath; dining room, with extension table, sideboard, writing desk and bookcase; section for help; toilet room and kitchen; also a large refrigerator on the forward platform, which is vestibuled; and ample provision for storage in cellars underneath the car. The rear end has a wide observation platform extending 3 feet beyond the end sills, and recessed 2 feet 6 inches, with brass railings and gates, trapdoors and extension steps. The platform, and couplers are the National Coupler Company's. Trucks are 6-wheel Pullman standard, 38-inch steel-tired wheels.

The observation room is finished in Cuban mahogany

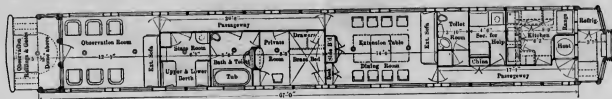


HICKS PRIVATE CAR—OBSERVATION ROOM.

special porcelain bathtub, Aquameter hopper, white metal washstand with mirrors above, inlaid rubber tiling and rugs on the floor. The walls are wainscoted with tiling and finished above in quarter-sawed oak, wax finish. The window of the bathroom is art glass and cut high.

The toilet rooms are provided with dresser, white metal washstand, cooler and Aquameter hopper; and floors covered with inlaid rubber tiling.

The private room measures 8 feet 8 inches by 6 feet 6 inches, is finished in vermillion wood, and provided with a three side brass bed, dull Polet finish. The dresser is built in, with mirrors and small spindle racks above. There are



HICKS PRIVATE CAR—GENERAL PLAN.

with four extra wide windows, and low-cut observation windows and door. The wood is carefully selected, beautifully figured and matched, with a narrow inlaid border. The ceiling is empire, with head linings done in a delicate shade of olive, daintily illuminated in gold leaf. The deck ventilators and bulkhead transoms throughout the car are of ornamental glass. The observation room is upholstered in hand buffed leather on chairs and double sofa berth. The sofa has high back, hinged to form an upper berth. The carpets throughout

also mirrors, spindle racks and lockers above the bed, and a comfortable wardrobe. Space under the stationary bed provides storage for two or three steamer trunks, and there are bedding drawers opening into the passageway. Carpets, hangings and upholstery are olive and the head lining matches; the combination of the vermillion wood and green is very attractive.

The dining room is 14 feet long, finished in golden oak; the windows are extra wide, with art glass gothics; and, in the piers, small carved alcoves with mirrors. The room contains a double sofa, the high back hinged to form an

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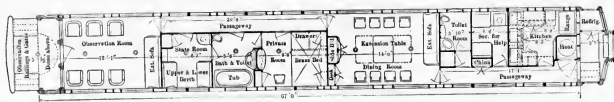
wardrobe; bathroom, with washstand, hopper and bath; kitchen; with extension table, sideboard, writing desk and bookcase; section for help; toilet room and kitchen; also a large refrigerator on the forward platform, which is vestibuled; and ample provision for storage in cellars underneath the car. The rear end has a wide observation platform extending 3 feet beyond the end sills, and recessed 2 feet 6 inches, with brass railings and gates, trapdoors and extension steps. The platform, and couplers are the National Coupler Company's. Trucks are 6-wheel Pullman standard, 38-inch steel-tired wheels.

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The dining room is 14 feet long, finished in golden oak; the windows are extra wide, with art glass gothic; and, in the piers, small carved alcoves with mirrors. The room contains a double sofa, the high back hinged to form an

upper berth; dining chairs, upholstered in olive Spanish leather; 8-foot extension dining table; sideboard; china cabinet and writing desk, with bookcase above. The writing desk is provided with electric light inside and has an automatic switch. The color scheme of the dining room is olive and gold; carpets, hangings, upholstery, table cover, head lining and art glass are in harmony.

The section for help is plain oak, upholstered in Chase leather, and has upper and lower berth.

The kitchen is large and complete, with Stearns wrought steel range, iceboxes, sink, dish racks, cupboards, etc. The floor is lined with copper and covered with wood mats.

The refrigerator in the forward vestibule extends from platform to hood, is furnished with bottle racks and shelves and has a capacity of about 250 pounds of ice. The storage cellars under the car have ample space for all requirements.

The car is heated by Baker heater and direct steam, Safety Car Heating Company's system. The lighting is by Pintsch gas and electric lights, with reading lamps in private room and stateroom, and electric fans throughout the car.

The shades are silk-faced Pantasote on Hartshorn rollers and furnished with Forsythe catches.

The entire woodwork of the car, with the exception of the kitchen and section for help, is 5-ply built-up veneer work, with neat in-laid borders, and highly polished.

The framing is of approved type, with substantial side bracing, and continuous blocking, cantilever truss and heavy outside truss rods, steel carlines and braces, double steel transoms and steel platforms. The roof is canvas, with copper flashing. The car is equipped with Westinghouse high-speed air brakes and Westinghouse air signal.

The following are the principal dimensions:

Length over sills	67 feet
Width over sills	9 feet 8 inches
Width over all at sills	10 feet 1/4 inch
Height top of sill to plate	6 feet 10 inches
Height over all	14 feet 1/2 inches

"T" Bolt Heads for Chucking.

It is often found in these days of high-speed tool steel that a good proportion of the time spent in machining a piece of work is in handling the material or in chucking it in the lathe or planer. In chucking work a frequent delay is due to the fact that bolts are not the proper length and time is wasted in finding others or in baving them forged. The device here illustrated is intended to be used with a stud which can be easily cut to length and threaded. The improved bolt heads are drop forged of high-grade steel, and

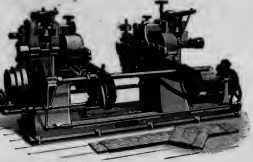


LANG'S "T" BOLT HEAD ON A 72-INCH PLANNER. LANG'S "T" BOLT HEAD.

the heads are turned on inside face so as to present a good surface to the slot. They are case-hardened and will fit all standard slots. They are said to save time, because it is easy to make studs of any length; the heads do not slip or pull out and do not wear or break slots in the machines. They are made in sizes from 1/4 inch in diameter to 1 1/2 inches. The cut shows "T" bolt heads on a 72-inch planer where the time saved was more than the cost of the heads. It was necessary to have bolts the exact length or they would strike the cutting tool. While the work was being leveled the studs were cut to length and threaded. These "T" heads are sold by G. R. Lang & Co., Cincinnati, O.

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That it is simple in operation, requiring no expert to operate it, and is not liable to get out of order. It will work from 6 to 78 inches between shoulders of tenons, and to 20



AN AUTOMATIC DOUBLE-TENONER.

inches wide and 7 inches thick. As it requires a double-end tenoner to make an accurate tenon, the worth of this machine will be readily appreciated. It will cut-off, tenon and cope both ends at one operation accurately and rapidly, and without marking the work. The machine, resting on a firm platen or base, is insured solid support, stiffness, perfect smoothness and freedom from vibration. The feed is of improved construction, automatic, and capable of standing much wear. Arrangement is made for working different widths and thicknesses. It can also be used as a double cut-off saw, the saws having vertical and horizontal adjustments. The makers, J. A. Fay & Egan Company, of 155 to 175 West Front street, Cincinnati, O., will furnish further details, cuts and terms.

PAMPHLETS, REPORTS, ETC.

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- C. W. Hunt Company, New York.—Catalogue 040 describes electric bolts, winches, capacitors for direct or alternating currents. It is printed on heavy paper and filled with half-tone illustrations. The company manufactures locomotives, coal handling machinery, conveyors, hoisting engines and manila rope.
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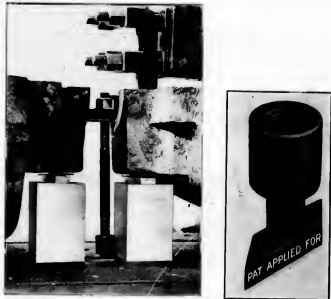
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The following are the principal dimensions:

Length over sills	47 feet
Width over sills	11 feet 8 inches
Width over all at eaves	10 feet 3 1/2 inches
Height top of sill to plate	6 feet 10 inches
Height over all	14 feet 4 1/2 inches

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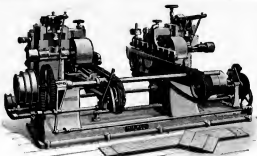


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PULLMAN SHUT DOWN

Seven Thousand Men Now Idle at the Immense Car Works.

ABE LAD OFF INDEFINITELY

Tools Are Ordered Removed and Workers Fear Change in Policy.

The immense Pullman car works at Pullman are shut down this morning, and practically every one of the company's 7,000 employes is idle.

With no idea of when work will be resumed and with cold weather at hand the idle workmen are alarmed. They fear a reduction in force and a cut in wages are behind the closing of the plant. They were told to take their tools with them when they left the works, and from this infer that a considerable period of idleness confronts them.

The closing of the big car works at the model city "came yesterday when the 500 workers in the repair department were laid off. That had been the only branch of the plant in operation for some time, and as closing left not more than 100 men at work, just enough to put the finishing touches on what little work remained on hand and to keep the many buildings in condition.

Tool Order Causes Forebodings.

What caused the most anxiety among the discharged men was the wording of the order dismissing them. It said in substance:

"Your services will be required no longer and you are requested to remove your tools at once."

Old employes of the company said the latter part of the notice was unusual. They could draw from it only one inference, and that was that a complete change in the policy of the company was at hand. All through Pullman last night men were seeking anxiously for some clue to the company's plans. They found none, though rumors were many.

Shutdown Order Unexpected.

The shutdown order was issued unexpectedly in the morning, and for the first time men back to work after the noon hour.

A number of employes, believing that the shutdown of the plant will be of long duration, announced their intention of leaving Pullman and seeking work elsewhere.

"Even during the 1894 strike we were not told to remove our tools," said John Crowe, bold in the finishing department. "I am a foreman in the finishing department. I feel that many of the men never will be taken back. I have secured employment in Ballingrass and will leave with my family next week."

Majority Are Union Men.

About five-sixths of the Pullman employes are members of unions. The plant has been operated on the open shop basis, however, ever since the 1894 strike, when the union

cause was defeated. Union scale wages have been paid by the company, and there has been complete satisfaction on this score. Compliments were made by the company, it is said, that high wages brought about the closing of the works, inasmuch as these wages were claimed to be in excess of the scales in effect in other plants of the country.

The officers and most of the directors of the Pullman company are out of town at present, and little could be learned regarding the intention of the company. The shutdown of the works has been gradual during the last three weeks, two or three departments being closed at a time.

POST.
SEPT. 15, 1904.

CHRONICLE.
SEPT. 12, 1904.

MCCORMICK REAPER WORKS CLOSED; 6,000 OUT.

Men and Women Employes Notified Without a Moment's Warning That the Plant Will Be Shut Down Indefinitely.

Six thousand men were thrown out of work yesterday by the shutting down of the great McCormick Reaper Company's plant at Blue Island and Western avenues. Without warning of the event, and possibly months of idleness that were to come, the army of men and women went to the pay windows last night and with their wages received news of the company's decision to close its doors.

No explanation of the unexpected move was given except that repairs were necessary. The McCormick Company is a constituent of the International Harvester Co., the trust—and there is now a lot of speculation as to whether other companies in the company will not follow the example of the McCormick people, although the Deering plant is still operating with a large force. Recent rumors have intimated that a shutdown which is expected at Pullman will be a short time.

These rumors are denied by the palace car makers. The report a week ago that the McCormick plant would close within two weeks was emphatically denied.

It was only a week ago, however, that the plant of the Republic Iron and Steel Company at East Chicago was closed. The doors of the Emory and Indiana Harbor plants had already been closed, and a total of about 3,000 men left unemployed. The sudden depression in industrial lines was a topic that was more interesting to many employers and employes yesterday than any other. More extensive shut downs are looked for in the near future.

The Republic Iron and Steel Company looked for in the near future. The Republic Iron and Steel Company is a dispute as to speed certainly because of a lack of orders. It is intimated that as soon as this is adjusted the doors will again be thrown open.

PULLMAN MEN DESPAIR.

FACE WINTER WITHOUT LABOR.

Model Town is Shrouded in Gloom Because Big Shops Close and Employes Are Ordered to Remove Their Tools.

The sun burst upon the little town of Pullman with all its usual glory to-day, but the closing of the immense carshops had cast over the place a gloom so desolate that the orb did not bring even a ray of hope to some of the 7,000 workmen who found themselves deprived of employment.

The following notice, which each man received, left no doubt in his mind that he was discharged indefinitely:

Your services will be required no longer and you are requested to remove your tools at once.

MANY FEAR DESTITUTION.

With winter staring them in the faces the laborers and their wives and children are in dread of utter destitution. Their homes are there, but their means of earning a livelihood have suddenly been taken from them. Many appear as if stunned, and say they do not know what they shall do.

COMPANY DOES NOT EXPLAIN.

Officials of the Pullman company declined to give any reason for the shutdown. The workmen themselves have different opinions. Some say that they understand that the company was forced to close the shops because of a lack of orders.

PULLMAN SHUT DOWN

Seven Thousand Men Now Idle at the Immense Car Works.

ARE LAID OFF INDEFINITELY

Tools Are Ordered Removed and Workers Fear Change in Policy.

The immense Pullman car works at Pullman are shut down this morning, and practically every one of the company's 7,000 employees is idle.

With no idea of when work will be resumed and with cold weather at hand the idle workmen are alarmed. They fear a reduction in force and a cut in wages are behind the closing of the plant. They were told to take their tools with them when they left the works, and from this infer that a considerable period of idleness confronts them.

The closing of the big car works at the model city "came yesterday when the 300 workers in the repair department were laid off. That had been the only branch of the plant in operation for some time, and the others left not more than 100 men at work, just enough to put the finishing touches on what little work remained on hand and to keep the many buildings in condition.

Tool Order Causes Forebodings.

What caused the most anxiety among the discharged men was the wording of the order dismissing them. It said in substance:

"Your services will be required no longer and you are requested to remove your tools at once."

Old employees of the company said the latter part of the notice was unusual. They could draw from it only one inference, and that was that a complete change in the policy of the company was at hand. All through Pullman last night men were speaking anxiously for some clemency to the company's plans. They found none, though rumors were many.

Shutdown Order Unexpected.

The shutdown order was issued unexpectedly in the morning, and for the first time in years the whistle did not summon the men back to work after the noon hour.

A number of employees, believing that the shutdown of the plant will be of long duration, announced their intention of leaving Pullman and seeking work elsewhere. "Even during the 1894 strike we were not told to remove our tools," said John Crowe. "I am a foreman in the finishing department. I feel that many of the men never will be taken back. I have secured employment in Baltimore and will leave with my family next week."

Majority Are Union Men.

About five-sixths of the Pullman employees are members of unions. The plant has been operated on the open shop basis, however, ever since the 1894 strike, when the union

cause was defeated. Union scale wages have been paid by the company, and there has been complete satisfaction on this score. Complaints were made by the company, it is said, that high wages brought about the closing of the works, inasmuch as these wages were claimed to be in excess of the scales in effect in other plants of the country.

The officers and most of the directors of the Pullman company are out of town at present, and little could be learned regarding the intention of the company. The shutdown of the works has been gradual during the last three weeks, two or three departments being closed at a time.

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These rumors are denied by the palace makers. The report a week ago that the McCormick plant would close within two weeks was emphatically denied. It was only a week ago yesterday that the plant of the Republic Iron and Steel Company at East Chicago was closed. The doors of the Emley and Indiana Harrow plants had already been closed, making a total of about 3,000 men left unemployed.

The sudden depression in industrial lines was a topic that was more interesting to any other. More extensive shut downs are looked for in the near future.

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PULLMAN GATES SHUT

Work Ceases in Almost All Branches of Car Shops, Making 6,000 Idle.

MANY ARE LEAVING TOWN

Company Offers No Promise of Re-opening—Suffering Attends General Closing.

Pullman, "the model town," is like a deserted village to-day. The great car shops of the Pullman company are closed in all save one department, and 6,000 men, the bread winners who worked in the factories of the company that was at once the paymaster and landlord of the residents, are plunged in idleness. Hundreds of families have left to seek a living in other places, taking their goods and chattels with them.

For two months the Pullman company has been shutting department after department until to-day only the freight-car-making branch was operating.

Repair Branch Stops Operation.

Yesterday afternoon the repair works were practically closed, throwing out all except 100 of the employees there. In addition to the labors of these the only signs of activity about the far-reaching rows of factory buildings were a small crew of men finishing a string of baggage cars, and here and there groups of bricklayers and

gardeners making small repairs about the grounds and buildings.

Barred gates and locked turnstiles at the various entrances to the enclosed acres of structures mutely told the story of the shutdown.

Ask in Vain for Work.

At the gates early to-day hundreds of men gathered and vainly asked to be put to work. The more hopeful ones are confident that the great plant will be opened and running to its full capacity within three weeks or less. Some of the army of idle have been so for weeks.

Stories are told of one man whose hand was injured while at work three months ago, forcing him to lay off. He went to the home of his mother in Michigan and when better again applied for work at Pullman. By that time the gradual shutdown of the plant had begun and he was told there was no work for him. Disheartened and unable to secure work elsewhere he left his home and started to hunt for employment.

Forced to Leave Their Homes.

While he was away his wife, it is said, received a five-days' notice from the company to vacate their home — one of the symmetrical rows of brick dwellings that have given to Pullman the name of "model town." The woman could not pay the rent. She disappeared. Her furniture was taken away, the neighbors do not know where.

There are stories, too, of whole families—man and wife, children and furniture—being piled into truck wagons and spirited away the early morning in the dreary quest for a spot in some new town to live in and work.

Felt in Other Suburbs.

In Kensington, Riverdale, Roseland, West Pullman, Burnside and South Chicago, all in the Calumet manufacturing district, the forces of the Pullman shutdown is being felt, for many of the thousands who have been dependent upon the car shops for employment, have their homes in these places.

Officials of the company refused to disclose the cause for the shutdown or the probable time of resuming operations at the Pullman shops.

Strong Center for Unions.

A large proportion of the men who have been employed by the company are members of trades unions allied with the Calumet Joint Labor council, which includes thirty-one locals. Eighteen months ago the company increased the wages of 9,000 men then employed in the works by granting them a nine-hour day with ten hours' pay.

"Jack" Burke, vice-president of the Calumet Joint Labor council, said to-day the indications were that the company was endeavoring to undermine the trades-union spirit in the plant and that it would endeavor to reopen in two or three weeks with nonunion men. "Hundreds of families have been driven out of town by this lockout," he said. "There is no other work here for the men laid off. They must go elsewhere or starve."

The company officials attribute the shutdown to lack of orders.

QUIET AT PULLMAN

About a Thousand at Work Repairing and in the Freight Shops.

PAINTING THE TOWN RED

Residences Being Renovated, Cement Walks Constructed—Idle Days Used to Repair Machinery, Floors, Etc., in Shops and Town House Repairs.

No information could be obtained from officials of the company. They all referred to the city office. From various employes, storekeepers and other sources, the following facts were gleaned:

About 1,900 men are now employed at the plant. Work in the car shops is practically at a standstill. Repairs in a few old horse cars constitute the sole remaining unfilled order. The Calumet shops are closed except a portion of the office force. A score of clerks and timekeepers are at work under the clock tower.

The freight shops and axle turning department are still filling orders. "The lumber yard is receiving material."

Foreman Bigelow has a large force of carpenters repairing the floors and other fixtures in the shops. The machinery is being overhauled and renovated. A number of men are at work about the shops sodding and fixing the new iron fences.

Repairs in the Town.

In the "town of Pullman" something like 200 men are painting and striping the houses, and painting up the brick work. Porches are being rebuilt and it is understood that considerable interior repair work is being done.

Cement sidewalks are replacing the old plank walks on 113th and other streets.

Advantage of slack shop work is being taken to improve, repair and renovate both the shops and machinery and the residences and their surroundings.

Lack of Orders.

The same reason is given for the enforced idleness as has been before reported, "Lack of orders." Busy days may come before election day, and the closing of the St. Louis fair. It is certain that work will be resumed full force at that time.



Typical homes of workmen in the south end of Pullman.

Idle men from the shops discussing the lockout.

SCENES AT PULLMAN, WHERE THOUSANDS OF MEN ARE IDLE AS RESULT OF SHUTDOWN OF CARSHOPS.

Edison photographs by a staff artist of The Daily News.

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[From photographs by a staff artist of The Daily News.]

LABOR LEADERS SEE BLOW PLANNED IN SHUTDOWNS

Pullman Move the Latest in What is Believed Ocean-to-Ocean Fight on Wages and Organizations of Workmen.

The Pullman car works have shut down. Seven thousand men, without warning, have been made idle, to join the 3,000 others thrown out of employment two days previously by the closing of the International Harvester Company's three plants, which in the busy season employ 20,000.

It, like as are these two moves, hitherto unnoticed, destroying the incomes of Chicago families with a total of more than 125,000 mouths to feed, union leaders regard them as merely incidental to a gigantic and concerted ocean-to-ocean crusade against organized labor. The Pullman employes were told to take their tools, and in this curt command was seen a warning that when such steps were requested it would be on a new basis, including a reduction in wages from the union scale.

Blow at Wages and Unions.

Both a reduction in wages and a refusal to recognize the unions that secured the wage scale and nine-hour workday a year ago are believed to figure in the plans of the Harvester Company's plants.

Events hitherto carefully concealed are coming to the surface. In support of the assertion that the Colorado labor troubles were fomented by the first move in a struggle that since then has been systematically pushed until now the center of assault is Chicago, citadel of organized labor.

Morgan's Hand is Seen.

J. Pierpont Morgan and the Vanderbill millionaires have been connected by report with the Colorado campaign against the miners. The trail of the same interests, venturing eastward, has been again picked up in Illinois, where "Joe" labor, with the aid of a "boss" New York Central engineer and with the fingers of Vanderbill and his allies, has been the selected medium for bettering the wage scale of Illinois coal miners and breaking up the union.

When came the strike at the Rockford, where the first sign of expected trouble developed long before the workmen had even perceived that the wage scale would not be renewed. While as yet all looked favorable on the surface, the packers were actually plumbing corners and increasing scale to house the thousands of strikers.

Plan to Reduce Wages.

Now that the stock yards strike is settled, the "next on the list" is said to be the harvester company's big plants. That an effort will be made to reduce wages was probably a return to the ten-hour day, a general feature of the present nine-hour day, is generally expected by the thousands of em-

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Union leaders see an ocean-to-ocean concert in the following attacks by employers upon organized labor:

Fight on Western Federation of Miners in Colorado, where union men have been deported and otherwise maltreated by the hundreds.

"Joe" Leiter's \$2,000,000 forfeited town at Zoltyer, selected to break down the coal miners' wage scale in Illinois.

Strike at the stock yards, practically forced by the packers, who made previous preparations.

Shut down of the harvester combine's plants is regarded as a prelude to a refusal to renew the wage scale of last year.

Shut down of the Pullman Car Works, making 7,000 men idle.

Equally important moves in other directions are said to be planned in other industries.

ployer ousted without warning other than a notice posted Saturday morning, to take effect when the whistle blew at noon.

"Appeal was made to-day to C. S. Funk, 'official spokesman' for the International Harvester Company, to deny, if he had authority regarding the corporation's plan to reduce wages, following a refusal to renew the wage scale granted a year ago, when the unions were strong.

Can't Give Assurance.

"I cannot give any such assurance," replied Mr. Funk after a moment of consideration. "The question has not been decided."

"Will a meeting of the officers be necessary before such a decision is announced?"

"Yes."

"Will such meeting and announcement come before Thursday, September 15, when the wage agreement expires?"

"No. There is no necessity. That can be settled any time within the coming fortnight, as the plants will be shut down about that long."

"You have business? You could keep the plants running?"

"Yes, but this is the dull season. We wished to make our annual inventories, to see where our stocks were uneven and needed replenishing; to make repairs. This seemed the best time."

"Is it not a fact that this shutdown is part of a concerted plan throughout the United States, to at-

tack organized labor and force a regime of lower wages?"

"It is not, so far as I know. No, Charles E. Perkins will not come here for a meeting of the board of directors."

"In the interest of amiable and frank relations between employers and employes in Chicago, can you not state that the International Harvester Company does not intend to force a lower wage scale?"

"I can give no such assurance. That may be the company's plan. Some readjustment of wages is probably necessary, as it is yearly."

"That this 'readjustment' of wages, foreseen by Mr. Funk, will amount to a reduction, in the opinion of nineteen out of twenty employees. Their uncertainty is as to whether this will also include a return to the ten-hour day, which was abandoned in favor of the nine-hour day a year ago."

"As a result of the union organizing and a strike at the Deering plant, if the present nine-hour day is continued, the employees there will be a 10 per cent cut in wages, if the return is made to ten hours, they do not believe wages will be increased proportionately."

Employees Are Not Sanguine.

In the face of this prospect the employees are not sanguine of their ability to make an organized defense. Nevertheless, there is a feeling of resistance, and it is pointed out that the wage scale agreement of a year ago was the result of rapid organization of unions.

Encouraged with their victory, the members of the unions did not keep up their organization. There were not held local unions were dropped from the international organizations. Men who had said \$3 for in-

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Number of two companies' employes if the busy season.....	27,000
Pullman employes who are made idle.....	7,000
Harvester employes working just before shutdown.....	9,000
Employes rendered idle at Deering plant.....	3,800
Employes rendered idle at McCormick works.....	4,000
Employes rendered idle at Plano plant.....	1,500
Probable duration of harvester shutdown.....	2 weeks
Weekly loss of wages to 27,000 now idle.....	\$345,000

stitution never paid another cent for dues. Now they face the penalty—lower wages.

These lower wages are expected to apply not only to the day men, but also to those who work by the piece. The latter class comprises a large majority of the employes in the Deering plant; the proportion is stated to be as high as 90 per cent.

Give for Morgan's Hand.

In this local situation the give for J. Pierpont Morgan's hand is Charles E. Perkins, who represents Morgan & Co. in financial negotiations that preceded the McCauley deal. Although the McCauley and Deering are still the principal owners of the business, now consolidated, their relations have become intimate with those of Eastern capitalists of Illinois, who are to be seated.

In fact, the Chicagoans are reported to not having been friendly toward the reduction in wages idle, on the ground that there was a satisfactory profit in business at prevailing prices and wages.

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Harvester employes working just before shutdown.....	9,000
Employes rendered idle at Deering plant....	3,500
Employes rendered idle at McCormick works....	4,000
Employes rendered idle at Plano plant.....	1,500
Probable duration of harvester shutdown.....	2 weeks
Weekly loss of wages to 27,000 now idle....	\$345,000

tion never paid another cent for dues. Now they face the penalty—lower wages.

These lower wages are expected to apply not only to the dix men, but also to those who work by the piece. The latter class comprises a large majority of the employees. In the Deering plant the proposition is stated to be as high as 10 per cent.

Glove for Morgan's Hand.

In this local situation the glove for J. Pierpont Morgan's hand is Charles E. Perkins, who represents Morgan & Co. in the financial negotiations that preceded the six-weeks deal. Although the McCormicks and Deering are still the principal owners of the business, now consolidated their relations have become interlarded with those of Eastern capitalists in Denver not to be forgotten.

In fact, the Chicagoans are reported as not having been friendly toward the reduction in wages idea, on the ground that there was a satisfactory profit in business at prevailing prices and wages.

AMERICAN RAILWAY APPLIANCE EXHIBITION AT WASHINGTON.

At a meeting of the Railway Supply Men's Association, held in Saratoga during the mechanical conventions in June last a resolution was adopted authorizing the chairman of the meeting, Mr. George A. Post, to select a committee to have charge of an exhibit of railway appliances, which it was proposed to make during the seventh session of the International Railway Congress at Washington, D. C., on May 3-13, 1905. The fact that this congress will meet in the United States for the first time has attracted much attention among those who have to do with railways, and it is only natural that the supply interests should take steps to insure a full representation before such an important gathering.

In pursuance of the action at Saratoga, Mr. Post called a meeting for Thursday, September 8, of those that he had chosen for membership on the general committee of arrangements. The meeting, which was held at 160 Broadway, New York, was well attended and the work in prospect was discussed with spirit and enthusiasm. The committee as finally constituted and organized is as follows:

Chairman, George A. Post, President Standard Coupler Company, New York.
Treasurer, Charles A. Moore, Manning, Maxwell & Moore, New York.

Secretary and Director of Exhibits, J. Alexander Brown, The Pocket List of Railway Officials, New York.

H. P. Bope, Vice-president Carnegie Steel Company, Pittsburgh.
J. B. Brady, Vice-President Standard Steel Car Company, New York.

L. F. Braine, General Manager Continuous Rail Joint Company of America, Newark, N. J.

J. A. Brill, Vice-President J. G. Brill Company, Philadelphia.
A. E. Brown, Vice-President Brown Hoisting Machinery Company, Cleveland, O.

C. A. Coffin, President General Electric Company, New York.
O. H. Cutler, President American Brake Shoe & Foundry Company, New York.

F. H. Eaton, President American Car & Foundry Company, New York.
Harry Elliott, Jr., Vice-President Elliott Frog & Switch Company, Saint Louis.

William Goldie, Sr., William Goldie, Jr., & Co., Pittsburgh.
H. S. Hawley, President Railroad Supply Company, Chicago.
F. N. Hefstot, President Pressed Steel Car Company, Pittsburgh.

A. B. Jenkins, Jenkins Bros., New York.
Alba B. Johnson, Baldwin Locomotive Works, Philadelphia.

B. F. Jones, President Jones & Laughlin Steel Company, Pittsburgh, Pa.

A. M. Kittredge, Vice-President Barney & Smith Car Company, Dayton, O.
William V. Kelley, President Simplex Railway Appliance Company, Chicago.

E. B. Leigh, Vice-President Chicago Railway Equipment Company, Chicago.

Wm. Lodge, President Lodge & Shipley Machine Tool Company, Cincinnati.

Gen. Charles Miller, President Galena-Signal Oil Company, Franklin, Pa.
Franklin Murphy, President Murphy Varnish Company, Newark, N. J.

D. C. Noble, President Pittsburgh Spring & Steel Company, Pittsburgh.

H. S. Paul, President Verona Tool Works, Pittsburgh, Pa.
A. J. Pitkin, President American Locomotive Company, New York.

Alfred A. Pope, President National Malleable Castings Company, Cleveland, O.
H. Kirke Porter, H. K. Porter & Co., Pittsburgh.

W. W. Salmon, President General Railway Signal Company, New York.

C. W. Sherburne, President Star Brass Manufacturing Company, Boston.

H. A. Sherwin, President Sherwin-Williams Company, Cleveland, O.
C. A. Starbuck, President New York Air Brake Company, New York.

Albert Waycott, Vice-President and General Manager Damascus Brake Beam Company, Saint Louis.

H. W. Westinghouse, Vice-President Westinghouse Air Brake Company, Pittsburgh.
Ward W. Willits, Vice-President Adams & Westlake Company, Chicago.

Never in the history of the railway supply business has the same number of prominent men representing interests of such immense importance been brought formally together for a united purpose. This fact is of great significance. It promises well for whatever may be undertaken by the supply men at the Washington meeting. Nothing is likely to be of more interest to the representatives of foreign governments and foreign railways who will assemble in Washington next May than a large exhibit of American equipment and supplies. By no means the least forceful factor in the remarkable development of American railways has been the ability and ingenuity of the inventors and manufacturers of the special equipment and devices which have contributed so much to the economy of railway working in this country. The American section of the congress has shown its wisdom and broadmindedness in encouraging these interests to show themselves at Washington.

On the other hand, the opportunity for the supply interests is one that is not likely to be presented again in many years. However much they may be interested in foreign trade and however great the opportunity to catch the eye of the foreign railroad official, the opportunity with regard to home trade is the greater and more important. In exhibiting at Washington they will be able to arrest the attention of the higher officials—the presidents, vice-presidents and general managers of American railways—in a way that they have never had an opportunity of arresting it before. The foreign railway magnate will be there, but so will the American—men who do not often attend railway conventions.

At the meeting of the general committee of arrangements Chairman Post delivered a most comprehensive and interesting address, which is herewith printed in full.

Address of Chairman Post.

Gentlemen of the Committee:—An enterprise that, at its inception, commands the approbation and cooperation of such a body of men as is here assembled, as well as of those who have been invited to be present but are unavoidably detained by business engagements, is predestined to success.

As the humble instrument in bringing together this aggregation of the executive officials of so many important and vast manufacturing interests, I am profoundly grateful for your courteous responses to my appeal and proud of so happy an issue of the initial steps taken in promoting a movement that I firmly believe is fraught with great promise of benefit for the railway supply interests of America.

It will not be amiss, I hope, if I briefly recount the circumstances that bring us together, the object to be attained by the labors of this committee, and the probable results to flow therefrom.

In May, 1905 (to be exact, from May 3 to 14, inclusive), the International Railway Congress will be held in Washington, D. C. This dignified and influential body meets but once in five years, and for the first time in its history will meet in the United States. Its membership comprises the managerial heads of the government and independent railways of most of the foreign countries of the world, together with the officials of similar rank of the railways of America.

It is expected that about a thousand of the most able, distinguished and potential railway officials of the world will be in attendance upon this meeting of the congress. It will be an event of great importance and deep interest in railway circles, and will attract world-wide attention.

The meeting of the congress in our country will be the result of strenuous efforts on the part of American railway officials, seconded by the president of the United States through the State Department, and now that the great honor has been conferred upon our country, it is the natural desire of those deeply interested in the congress and responsible for its meeting in America, that it shall be attended with such success as shall send the foreign visitors home with enlarged and heightened views of American methods and appliances.

At the annual meeting of the Railway Supply Men's Association, in connection with the Master Mechanics' and



G. A. POST,
Chairman Executive Committee, Railway Appliance Exhibition.

Master Car Builders' associations, held in Saratoga, in June, 1903, a resolution was adopted, asking the officials of the American Section of the International Railway Congress if it would be agreeable to them to have an exhibition of American railway appliances made in connection therewith. To this inquiry came the response that such an exhibition would be welcomed as a valuable and desirable auxiliary to the congress. Just prior to the annual meeting of the Master Mechanics' and Master Car Builders' Associations for 1904, a meeting of the executive committee of the American section of the congress was held in Washington, presided over by Mr. Stuyvesant Fish, president of the Illinois Central Railroad. It was most graciously intimated that the presence of Mr. J. Alexander Brown and myself, as the secretary and chairman, respectively, at that time, of the executive committee of the Railway Supply Men's Association, would be agreeable for the purpose of discussing the proposed exhibition. Mr. Brown and myself were most hospitably received by the railway officers there gathered, and were given to understand that such an exhibition was most cordially approved.

Resolutions approving the project and providing for the creation of a committee of arrangements were unanimously adopted by the supply men in session at Saratoga on June 21, 1904, and the duty was imposed upon me to select a committee representing the supply trade as represented before the Master Mechanics' and Master Car Builders' conventions, to act in conjunction with representatives of the Road and Track Supply Association to the end that a general committee, representing the allied railway supply trades, might be constituted to carry on the work.

This meeting is the result of the preliminaries herein above recited. The duty assigned me was a delicate and arduous one. In its performance I have sought to be con-

trolled solely by what seemed to be necessary for the welfare of this undertaking. Restricted to a certain number by the resolutions by virtue of which my authority was conferred, I could name but a few of the many who are worthy of and whose interests might rightly be considered entitled to such recognition. My conscience is void of offence in this respect; I have played no favorites, nor have I ignored anyone from prejudice. Confronted with a wealth of material, I was compelled to choose a fixed number. Nothing short of a committee of the whole would have included all who, by achievement, fitness and repute, would have ornamented and added strength to the committee.

Enough of history; now I speak of the future.

It remains for this committee to proceed to organize the exhibition. To make it a success requires that the manufacturers of railway appliances of our country shall be acquainted with the great privilege to be accorded them through the medium of the proposed exhibition. If the exhibition of our wares before the numerous associations of the various branches of the railway industry in our country, which meet annually, have proven of value to us, and we know they have, then it requires no argument to prove that an exhibition that will be witnessed by railway managers from all over the world cannot fail to be productive of results that will ramify through all the arteries of the railway supply trade, giving wider markets for our goods, and adding to our wealth and prestige.

To the manufacturer who seeks export trade, the presence in this country of over 500 foreign railway men with the power of purchase, with the time and inclination to examine his product, is surely a consummation devoutly to be wished. To him such an opportunity was never before offered. This will be distinctively an exhibition of railway appliances for the exclusive scrutiny of railway men. It will be held in a city wherein there is less to detract from the importance of this particular exhibition than would be



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the case in any of the great commercial centers of the country. It will be held at a season when the Federal Congress is not in session and there will be better facilities for accommodating the crowds that will attend the international congress and our exhibition than otherwise.

To the manufacturer whose appliances are not adaptable to foreign railway use, but designed solely for American practice, the presence in attendance upon the congress of a large number of American railway executive officials should be sufficient inducement for him to make an exhibit. It should not be forgotten that this will be the first exhibition of railway appliances ever made primarily for the observation of American railway managers and under such auspices as will insure a cheerful and patient examination thereof. We shall be there, if not actually upon their invitation, at least with their cordial approval.

The American manufacturer is ever alert to improve an opportunity to exploit his goods, and if this committee shall spread abroad to the manufacturers the tidings that such a splendid opportunity is open to them to attract the eyes and ears of so many railway officials, who control the purse strings of the world's railways, I believe that there will be installed at Washington next May a mechanical symposium that will amaze, instruct and entertain the railway officials there assembled. If I know anything about the energy, foresight, ability and get-there proclivities of the American manufacturer of railway appliances, he will be in Washington in such shape that the American railway official will be proud of him, and the American meeting of the International Railway Congress will long be remembered because he was there.

At the threshold of our work we are confronted with an obstacle which must be overcome if our proposed exhibition shall prove a successful one. There are, however, it is what the American manufacturer is doing every day, so that the existence of an obstacle is not at all depressing. It is, rather, a stimulant for work. There is just one place in Washington whereon the proposed exhibition must be located, and that is what is known as the "White Lot," being a large acreage back of the White House grounds and stretching to the Potomac. It is an ideal location. It is, however, a government reservation, and the Federal statutes prohibit the erection of any temporary structures thereon, except by act of Congress. We must secure permissive legislation at the earliest possible moment after the convening of the Federal Congress on the first Monday in December next. There are precedents established for such legislation, as such special acts have been passed heretofore in connection with the Grand Army encampment and the inaugural ceremonies.

The international character of our enterprise constitutes a convincing argument for the legislation desired. Our exhibition is for the purpose of widening the market for American manufactures; we seek foreign trade. The Federal Congress is constantly agitating measures for the accomplishment of this very purpose. How to uphold the merchant marine is at the present moment a live topic of congressional study. Of what use are bottoms flying the American flag if there are not cargoes for those bottoms? The mainspring of our proposed exhibition is the furnishing of freight for the bottoms that ride the ocean. Our appeal for the use of the "White Lot" is based on practical patriotism. We want to send more goods to the foreign marts, and if we can create a demand therefor, then there is more work for American labor.

The industry that we represent runs high into the millions of invested capital, and the army of skilled workmen employed therein is numbered by the scores of thousands.

It would be strange indeed if the brief use of a few acres of the government soil should be denied to a body of its citizens who would use it solely for the advantage of the people, as its results would be far-reaching in the distribution of wealth by creating an increased demand for the labor of the country.

It is our duty to show to the senators and congressmen that our request is grounded upon reason, and we must each,

individually, at once begin the campaign of education and see to it that all those engaged in our industry shall seek to reach the ear of all members of the Congress they know, and secure pledges of approval of the legislation we ask.

From now until action is taken upon the bill that will be introduced in both Houses of Congress at the opening thereof, all our energies must be focused on the passage of that bill. With favorable action by Congress promptly taken, the details of the exhibition itself will easily be cared for.

After a careful consideration of the subject, and with a thorough knowledge of the alternative facilities that Washington might offer, I am convinced, and I say frankly, that if such an exhibition as we propose to make cannot be located on the "White Lot," the enterprise will have to be abandoned.

In order that there may be an assurance to all who may participate in the proposed exhibition in connection with the International Railway Congress that such funds as shall be contributed for carrying on the work of the committee will be expended frugally and under the critical eye of one whose name is a guarantee of trustworthiness and administrative ability throughout the railway supply world, I have requested and, after urgent appeal, secured the assent of our distinguished colleague, Mr. Charles A. Moore, to serve as treasurer of the committee. I am confident that you will heartily confirm this selection and join me in thanks to Mr. Moore for consenting to assume this responsibility.

I am happy to state also that for secretary of the committee and director of exhibits, I have been so fortunate as to secure the consent of Mr. J. Alexander Brown, manager of the Railway Equipment and Publication Company, to serve as Mr. Brown is now serving his third year as secretary of the Railway Supply Men's Association, and is also secretary of the Master Car Builders' and Master Mechanics' Associations, and has been secretary and is now vice-president of the Road and Track Supply Association, in which positions he has demonstrated rare organizing talent, and he is splendidly equipped for the arduous work that will devolve upon that officer of this committee. I will say frankly that but for Mr. Brown's assurance that his services would be at our disposal, I would have been loath to undertake the responsibility that will fall to my lot in this enterprise. Your confirmation of this selection I have no doubt will be given, with the feeling that we are under obligations to Mr. Brown for the valuable cooperation he vouchsafes to us.

It is understood, of course, that no officer of this committee is to receive any compensation for his services; only the necessary and actual expenses of the officers, incurred by or for them solely for the benefit of this committee, are to be paid.

I recommend that the name of this organization shall be: American Railway Appliance Exhibition in Connection With the International Railway Congress, May, 1905.

Any corporation, association, copartnership or individual engaged in the manufacture or sale of appliances or material used in the construction, operation or maintenance of railways in the United States, should be eligible for membership in this association, and should have the privilege of making an exhibit, upon payment of the prescribed fee, subject to the regulations of this committee.

Overland Wireless Telegraphing.—On Saturday, September 10, messages were sent by wireless telegraph from Chicago to the Saint Louis Exposition, a distance of nearly 300 miles, breaking the record for all overland wireless messages. The experiment was considered doubtful for the reason that the station in Chicago is situated on the north side of the city, so that messages for Saint Louis have to pass through lofty "skyscrapers," electric power houses and elevated structures, but these appear to have formed no obstacle to the long flight of the wireless message. The De Forest Wireless Telegraph Company, performing this achievement, has established stations in Chicago, Saint Louis, Cleveland, Buffalo, Fort Huron, Mich., and with stations to be built, promises in about six months to have a line with relays by which messages can be sent from New York to Saint Louis.

HENSCHEL THREE-CYLINDER COMPOUND LOCOMOTIVE.

At the Louisiana Purchase Exposition at Saint Louis the Henschel & Son Locomotive Works, Cassel, Germany, are exhibiting a locomotive which is novel in appearance and general design. The engine is of a type not common to American locomotive builders, having 12 wheels, including two pairs of drivers, a four-wheel front and a four-wheel rear truck; 4-4-4 would be its wheel designation. Two engines of the type shown were built, one of which is at Saint Louis and the other is about to be placed in fast passenger service on the Prussian State Railways between Hamburg and Berlin. Before being brought to America the engine in trial service maintained a speed of 82 miles an hour with a six-car train representing a tonnage of 240; a speed of 87 miles an hour with five cars, 200 tons, and 92 miles with three cars, 120 tons.

The engine was designed by Herr Wittfeld of the Royal Prussian Railway administration, particular attention being given to the balancing of the reciprocating parts and to reducing as far as possible the resistance of the atmosphere. The attempt to accomplish the latter has resulted in the peculiar enclosed construction of the engine, which appears not unlike a baggage car from a distance. Of the three points at which atmospheric resistance most largely develops, namely, at the front of the train, between the different parts and at the rear, the first two in particular have been well provided for by making the head of the engine in the form of a V, as shown, and by reducing the space between engine and tender, making the two practically continuous. The engine and tender for their entire lengths are housed in sheet metal, presenting a smooth, even section with but few parts, such as the stack and steam domes, protruding. However, this arrangement has made necessary the separation of the engine man and fireman, the former being at the head of the engine in front of the smokebox, while the latter remains in his usual position. All fittings needed by the engine man and fireman are provided in duplicate, one set in each cab. A device is also provided by which the fireman can shut off the steam and stop the engine, but he cannot open the throttle to start it.

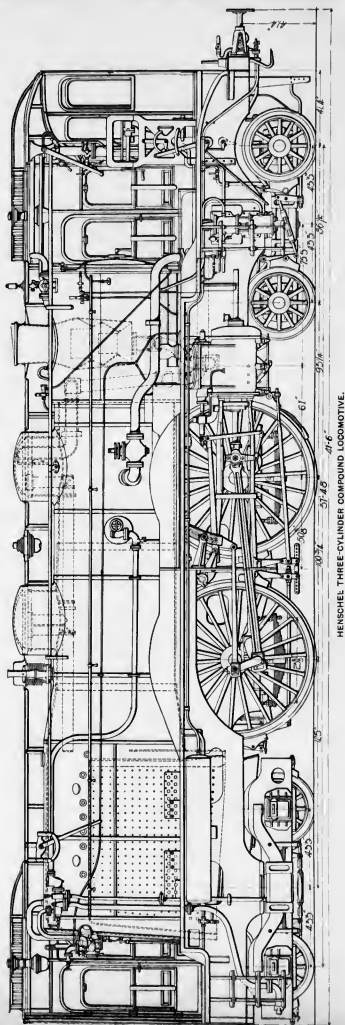
The enclosed part of the engine is ventilated and lighted by windows in the sides and a ventilating superstructure with adjustable shutters above each of the two cabs.

Though the general practice on Prussian roads has been to place the outside cranks on the drivers at 90 degrees, in this instance almost perfect balance has been secured by coupling the engine according to the Wittfeld system, in which the two outside cranks from the low pressure cylinders are at 180 degrees to each other, and the cranks from the high pressure cylinder between the frames is at 90 degrees with the other two.

The low pressure cylinders are coupled to the rear drivers and the high pressure cylinder to the axle of the front drivers. All of the cylinders are 20½ inches in diameter and are provided with balanced valves operated by three separate systems of Heusinger von Waldegg valve gears.

A Kuhn reversing gear provides a uniform cut-off of 70 per cent for the low pressure cylinders and an adjustable cut-off of from 20 to 78 per cent for the high pressure cylinder. In starting the engine if the crank from the high pressure cylinder is on dead center, an automatic starting valve admits high pressure steam to the low pressure cylinders; until the high pressure steam also enters the high pressure cylinder and in exhausting from the latter automatically cuts off admission to the low pressure cylinders and the compound action of the engine is restored.

The boiler has a wide firebox and includes 2,776 square feet of heating surface, with a grate area of 45.4 square feet. The firebox is provided with two doors. There are 345 tubes, 1½ inches internal diameter, and 16 feet 4¾ inches in length between tube sheets.



HENSCHEL THREE-CYLINDER COMPOUND LOCOMOTIVE.

Two steam domes are provided to increase the steam space. The steam is first taken by means of a steam collecting pipe running along the top of the boiler into the rear dome, and from here it is taken through a second pipe to the front dome, from which it passes to the cylinders. In this way drier steam is secured than if taken directly from the boiler proper.

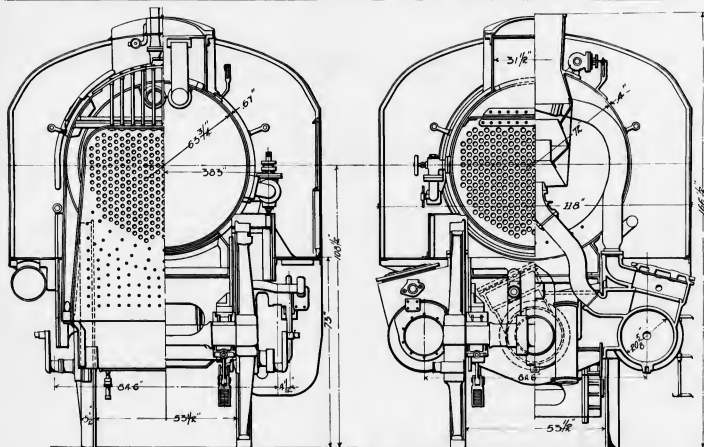
The frame is not entirely of the usual plate type made

Those parts subjected to the greatest strains, such as the crank axles, the high pressure connecting rod, coupling rods, etc., are made of 5 per cent nickel steel.

The tender is fitted with two four-wheel trucks and has a capacity of 4,400 gallons of water and seven tons of coal. Water is taken by means of a funnel inserted in an opening on one side, and coal through two chutes in the roof. Within the enclosed section and on either side of the tank a footway



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in one piece and continuous from front to back, but is of two parts, the rear portion being on the outside of the rear truck wheels, somewhat on the order of the Delano extension bar frame. This arrangement is used to provide a better support for the wide firebox. The front portion is of the usual plate form and lies between the wheels, the two parts of the frame being bolted together.

Both front and rear trucks allow of side motion to reduce the rigid wheel base for rounding curves.

is provided for the passage of trainmen from the engine to the train. The passage between the tender and first car of the train is vestibuled, and the two cabs are connected by a speaking tube and air signals, in addition to footways.

The weight of the tender empty is 31 tons and in working order 58 tons.

Westinghouse air brakes are fitted to both engine and tender.

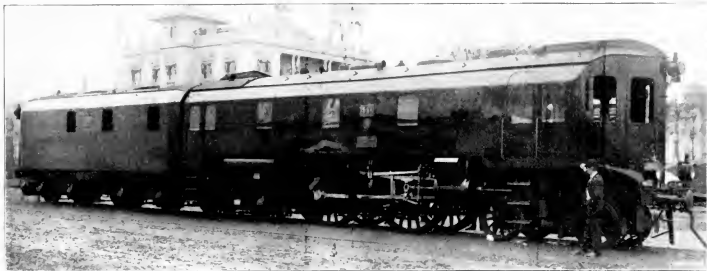
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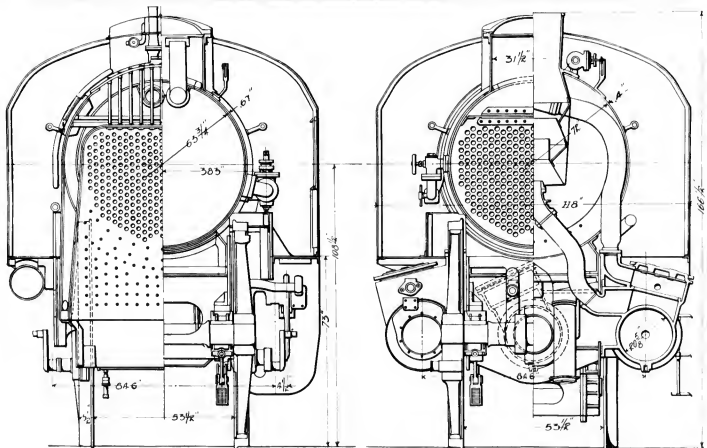
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ably be tested on the locomotive testing plant of the Pennsylvania Railroad System at the exposition.

The principal dimensions of the engine are as follows:

Gauge	4 feet 8 1/2 inches
Diameter of cylinders	24 1/2 inches
Piston stroke	24 1/2 inches
Diameter of driving wheels	80 1/2 inches
Diameter of truck wheels	39 3/4 inches
Rigid wheel base	8 feet 4 1/2 inches
Working pressure	200 pounds per square inch
Grate area	15.4 square feet
Heating surface	2,775 square feet
Water capacity of tender	4,400 gallons
Coal capacity of tender	2 1/2 tons
Weight, empty, engine	75.5 tons
Weight in working order, engine	85 tons
Weight on drivers	52 tons
Weight on front truck wheels	24 1/2 tons
Weight on rear truck wheels	28 1/2 tons

Louisiana Freight Committee Formed.—On September 9 and 10 the "west bank" Louisiana line perfected the organization of the Louisiana Freight Committee. Mr. C. M. Swan, chief clerk in the office of the traffic manager of the St. Louis Southwestern, at Saint Louis, was appointed chairman. The agreement provides that "the traffic within the purview of this agreement shall be all state and interstate freight traffic

LOCOMOTIVE OPERATION.*

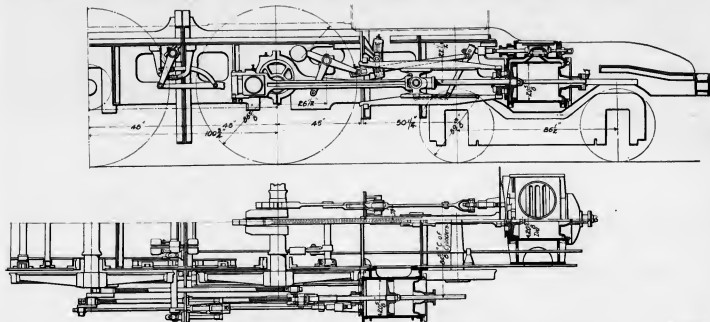
A Technical and Practical Analysis.

BY G. R. HENDERSON, MEMBER AMERICAN SOCIETY MECHANICAL ENGINEERS.

XXX.—Superheating.

A good method of reducing cylinder condensation is by superheating the steam, and when it gets into the cylinder, the excess heat is given up before condensation commences.—If the superheat be high enough and the cut-off not excessively early, there may even be no condensation, but the expansion will merely reduce the temperature to that of saturated steam. We have seen that cylinder condensation causes great losses under certain conditions of working—conditions that would otherwise be conducive of economy, as, for instance, increasing the difference of temperature, $T_1 - T_2$, so that if this could be avoided, there would be a double gain.

Superheated steam also effects an economy by reason



HENSCHEL THREE-CYLINDER COMPOUND LOCOMOTIVE—CYLINDERS AND VALVE GEAR.

THE RAILWAY AGE

having origin or destination at points in Louisiana on the west bank and west of the west bank of the Mississippi River, common with two or more lines members of this committee. The exceptions are as follows: (a) Freight traffic between Louisiana points and points in foreign countries. (b) Traffic to and from and through the state of California; provided, that copies of the tariffs covering traffic herein excepted shall be promptly filed by members with the chairman of the committee. (c) Lumber and cotton and railway material and equipment for committee lines. (d) The local traffic of any line member of this committee, or the local traffic between lines members of this committee. This is intended to apply on traffic originating at a local point and destined to a local point. (e) Traffic passing between New Orleans, Gretna, Algiers, Harvey & Co.'s canal, Louisiana, and Interstate points. The headquarters of the committee will be at New Orleans.

Railway Conventions in 1904.

- September 22—Chief Joint Car Inspectors' Association, at the Transportation Building, World's Fair grounds, Saint Louis, Mo.
- October 11—Central & Western Association of Car Service Officers at Saint Louis. (Meeting postponed from September 15.)
- October 11—Railway Signal Association, at the Inside Inn, World's Fair grounds, Saint Louis, Mo.
- October 12—American Street Railway Association, at Saint Louis, Mo.
- October 18—American Association of General Passenger and Ticket Agents at Old Folks Comfort, Va.
- October 18—Superintendents of Bridges and Buildings at Chicago.
- October 26—American Railway Association at Philadelphia, Pa.
- November 15—National Convention of Railroad Commissioners at Montgomery, Ala.
- November 15—Semi-annual meeting, Association of Transportation and Car Accidents at Cleveland, O.
- December 12—American Association of Traveling Passenger Agents, at City of Mexico.

of its increased volume, although it requires more heat to effect the change in volume, of a given weight of steam, but the increase in volume is in much more rapid proportion than the increase of heat, as the greater portion of the latter has been absorbed in evaporating the water, and has gone into latent heat.

All the tests of superheaters on locomotives show a much greater saving in water than in fuel; in other words, the engine economy is increased while the boiler efficiency is decreased, due, of course, to the additional heat required per pound of steam, which would be expected to show a reduced rate of evaporation in a locomotive, where the superheater often is so located that it deprives the water in the boiler of a number of heat units which would otherwise be available for the generation of steam.

Two types of superheaters have been giving considerable service, the Schmidt and the Pieleck. The former is made in two ways; one with a nest of small tubes or pipes concentrically arranged in several rows in the bottom of the smokebox, and heated by means of a special flue about 8 inches in diameter, allowing fire from the firebox to pass forward and heat the pipes, through which the steam is made to pass on its way from the throttle to the cylinders; the other by means of loops of small (about 1 inch) pipes extending backward through several rows of large flues (5 inches diameter) in the upper portion of the boiler, the steam passing through these on its way to the steam chests.

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The first form of the Schmidt superheater is used on the Prussian State Railway; the second form on the Canadian Pacific Railway. Four locomotives on the Prussian State so equipped gave such satisfactory results that a large number of new engines were fitted up in the same way. The heating surface of the superheater amounted to 330 square feet, the heating surface of the boiler being 1,140 square feet. The compound engines against which the superheater was tested were of the two-cylinder type—in the simple engine the steam at 170 pounds pressure was delivered to the cylinders at a temperature of about 825 degrees Fahrenheit—that is with 450 degrees of superheat. The results of a nine days' trial in express train service showed 25 per cent economy in water consumption over the compound engines, and 10.5 economy in fuel. On the Canadian Pacific, the simple engine with superheater made an average saving in fuel of 31 per cent over the simple and 10.6 per cent over the compound engines (two-cylinder) with which it was tested.

The Pielock superheater consists of a cubical box, placed in the center of the boiler, directly under the dome, and forming a wide-tight compartment about the flues. The steam is taken at the top of the box and after being led in a winding path about the flues is delivered superheated to the throttle valve in the dome. This is also being tested on the Prussian State Railway. The heating surface of the boiler is reduced by the amount in the superheater—in the case under consideration amounting to 226 square feet, the total heating surface of the boilers being about 1,300 square feet. In the tests reported by Herr Strahl to the Association of German Engineers, with a boiler pressure of 170 pounds, feed water temperature of 50 degrees Fahrenheit, and a temperature (Fahrenheit) of 500 degrees in the dome for the simple engine and 446 degrees for the two-cylinder compound, with the superheater, the saving in water and coal amounted to 16 and 12.3 per cent, respectively, for the simple engine and 10 and 3.5 per cent for the two-cylinder compound when compared with the same size of engines without the heater. In these tests the usual simple flat slide valves were retained, and no trouble was experienced with the temperatures used; in the Schmidt system, however, where the superheating was much greater, special piston valves and forced lubrication were applied.

The engines being tested took turns in hauling the same train, exchanging every day, and the average results from the runs considered reliable were used for the comparisons. In comparing the volumes of steam used by the cylinders in the different trips, it was found that practically the same volume of steam was used in the locomotive with a superheater as in the locomotive without, and that the saving in steam corresponded to the increased specific volume given by the superheating; it was also found that the economy depended only on the superheating, and therefore was the same for the same degree of superheat whether compound or single expansion locomotives were compared, assuming, of course, that locomotives of the same class and type were compared with each other.

From the above tests and remarks, it follows that the same volume of steam did the same amount of work in the cylinders, whether it was saturated or superheated. Theoretically the expansion curve of superheated steam drops more rapidly from the cut-off point than does the adiabatic expansion line of saturated steam, but the greater cylinder condensation of the latter practically reduces this curve so that it is nearly identical with the former.

With the foregoing statement of the facts of the test, it is easy to define the economy in water which should be expected from any degree of superheating, providing that we know the rate of expansion or increase in volume due to the superheating. The expansion of dry or superheated steam follows very nearly the same laws as perfect gases, and the volumes of such gases, at constant pressure, have been found to vary as the absolute temperatures to which they are subjected, the unit volume being considered at the meeting

point of ice, 32 degrees Fahrenheit, or $32 + 461 = 493$ degrees absolute Fahrenheit. Thus, if v_s = the volume of 1 pound of gas at 32 degrees Fahrenheit, or t_s degrees; v = the volume of 1 pound of gas at another temperature t Fahrenheit.

We have from the above law the equation $\frac{v}{v_s} = \frac{461 + t}{461 + t_s}$, and if v' and t' be any other greater corresponding volume and temperature, we can also write

$$\frac{v'}{v} = \frac{461 + t'}{461 + t} \dots \dots \dots (111)$$

If, as stated, the saving in steam corresponded to the increased volume $v' - v$, the economy will be represented by $\frac{v' - v}{v} = \frac{v'}{v} - 1$, when we let v and t be the volume and tem-

perature (Fahrenheit) of 1 pound of saturated steam and v' and t' the same for 1 pound of superheated steam. Thus, in the test reported, with saturated steam at 170 pounds gauge, the temperature $t = 375$ and the superheated temperature $t' = 500$ degrees, we have $\frac{v'}{v} = \frac{461 + 500}{461 + 375} = 1.15$, or a

saving of 15 per cent; the actual saving reported was 16 per cent, the increased amount being due, no doubt, to cylinder condensation being largely avoided with superheated steam.

With formula 111 as a guide, it is easy to construct a table showing what economy in water could be made with various amounts of superheat and at different pressures, the table giving this data for 175, 200 and 225 pounds boiler pressure and temperatures ranging from 400 to 800 degrees Fahrenheit.

WATER ECONOMY OF STEAM HEATED TO t' DEGREES, COMPARED TO SATURATED STEAM AT A NORMAL TEMPERATURE OF t DEGREES.

Pressure.	175 Pounds.		200 Pounds.		225 Pounds.	
	Sat. Temp. t .	377° Fahrenheit.	388° Fahrenheit.	397° Fahrenheit.	Saving.	Saving.
Sup. temp. t' .	Superheat.	Saving.	Superheat.	Saving.	Superheat.	Saving.
400°	23°	3.5%	12°	3.1%	3°	0.5%
450	73	11.5	63	7.5	33	6.
500	123	15.	113	11.	100	12.
550	173	21.	163	19.	153	18.
600	223	27.	213	25.	203	24.
650	273	32.	263	31.	253	29.5
700	323	38.	313	37.	303	35.
750	373	43.	363	43.	353	41.
800	423	51.	413	49.	403	47.

As the temperatures due to superheating are raised, difficulties are encountered which may prevent a full realization of the economy indicated—radiation losses will be greater and lubrication rendered more difficult, whereby leaks past the pistons and valves may occur through cutting of the packing rings, etc., all of which will reduce the saving in steam used.

Superheating may be attained by generating steam at one pressure and withdrawing it down to a lower pressure before admitting it to the cylinders. It can readily be demonstrated that such a proceeding is not a rational one for a locomotive. Suppose that we generate steam at 300 pounds and operate the pistons at 200 pounds pressure. The total heat in 1 pound of steam at 300 pounds pressure is 1,210 heat units from water at 32 degrees, and in 200 pound steam, 1,200 heat units. In reducing the pressure (provided no work is performed) there will be 10 heat units per pound available for superheating, and as the specific heat of dry

steam is .48, we have $\frac{10}{.48} = 21$ degrees of superheating. By

the table we find that the saving in water would be only about 3 per cent, and we know that the saving in fuel would be still less, which gives little gain for the great increase in boiler pressure and its attendant difficulties.

(To be concluded.)

CENTRAL OF NEW JERSEY LOCOMOTIVE COALING PLANT.

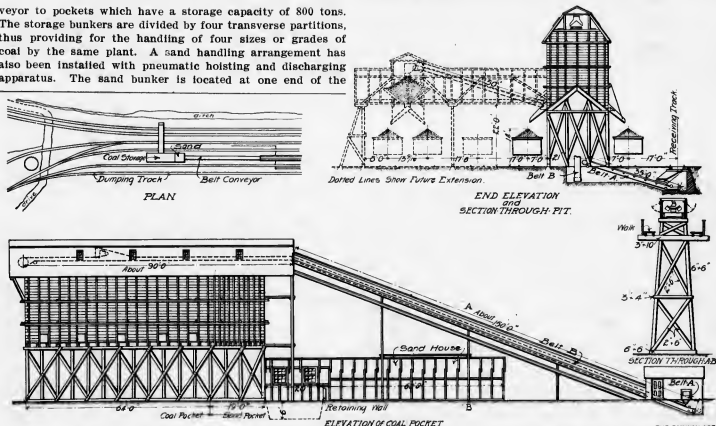
A new coaling plant intended for handling run of mine anthracite for locomotives has been recently placed in service at the Elizabethport shops of the Central of New Jersey. The coal is elevated by means of a Robins belt con-

veyor to pockets which have a storage capacity of 800 tons. The storage bunkers are divided by four transverse partitions, thus providing for the handling of four sizes or grades of coal by the same plant. A sand handling arrangement has also been installed with pneumatic hoisting and discharging apparatus. The sand bunker is located at one end of the



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coal storage and the sand receiving house is underneath the incline for conveyor belt, as shown in the illustration.

The elevating arrangements consist of two 24-inch Robins belt conveyors, which are designated on the elevation view as belts A and B. The transverse belt A runs from beneath a track hopper into the building at the foot of the long belt B. Belt A is 35 feet long between centers of pulleys, and B has 240 feet centers, A being driven by a 5-horsepower

tripper deposits the coal at any desired point. Lumps larger than 8 inches, discharged from cars, drop onto a shelf at the lower end of the grizzly, where they are broken up and then deposited on the conveyor.

The coal pocket is built of No. 1 merchantable yellow pine and is of ordinary substantial cross-braced construction. A small head house shelters the motor drive. One of the most interesting features of this plant is the use of a new

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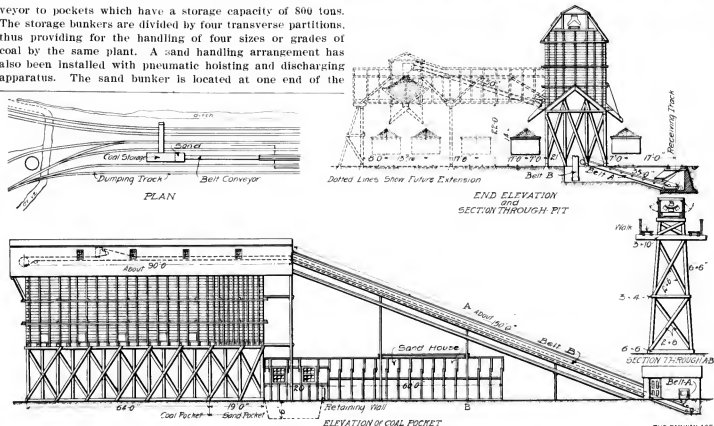
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veyor direct current Sprague motor and B is driven by a 20-horsepower direct current Sprague motor, both drives being from the head ends. Coal is discharged from hopper bottom cars into the track hopper mentioned, thence on to a grizzly or grating, through which all lumps smaller than 8-inch cubes fall directly onto conveyor A, which transfers it to conveyor B, running up over the coal pockets. A Robins automatic



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automatic cut-off non-freezing coaling chute. This consists of the regular spout, a cut-off apron and a worm gear which operates the spout and apron in such manner that the apron swings down, closing the discharge opening as the spout swings up. The worm and gear provides a differential action so that the apron closes faster than the spout swings up, cutting off the stream of coal entirely by the time that the spout has returned to an inclination of 30 degrees. The whole arrangement is operated by one man on the locomotive



LOCOMOTIVE COALING PLANT—COAL WHARF AT ELIZABETHPORT, WITH ROBINS BELT CONVEYOR.

tender, pulling a chain attached to the gearing. This chute is a new design by the Robins Company.

The elevating mechanism has a rated capacity of 150 tons per hour, but this can be exceeded. It has been found entirely practicable to unload a 30-ton coal car in 10 minutes.

EMBARRASMENTS OF SERVICE PENSIONS AND THE REMEDY.

wish to retire but are required to do so. As in all dealings with employes, it pays to have a rule and to live up to it.

This objection applies to ages 60 and 65 especially. The age too high.—Both employer and employes sometimes find the age too high. On the part of employes, this is chronic when there is a pension fund to which they contribute—especially if under compulsion. On the part of the employer, the age is not thought too high usually, except in case an employe who is old in years and in the service actually becomes wholly disabled before the pension age is reached. To meet this difficulty some employers make a special provision that, for instance, the pension shall begin, in case the employe is totally incapacitated, at any time between ages 60 and 65, instead of at age 65. There is also usually the provision that he must have been in the service some long period, such as 25 or 30 years; and when an employe who has been in the service that full time becomes disabled at 45 or 50—or, especially, at 58 or 59—the equity of the rule becomes very dubious in the minds of all.

This doubt is much increased when the incapacity results directly from the service itself—as from an accident, not caused by the employe's negligence.

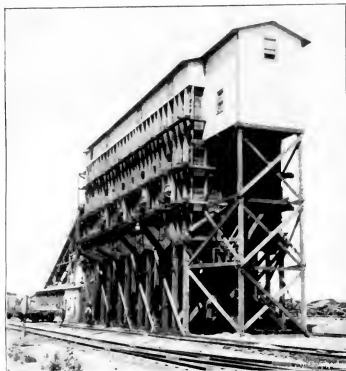
In consequence there are constantly departures from the rule and allowances made which were not contemplated in the original pension scheme; and there is pressure to get the pensions allowed at as early an age as possible. Pensions to begin at 65 are, of course, much more subject to the objection that many of the pensioners are yet able to perform their duties than are pensions to begin at 70. They cost enormously more, also; and, when supplemented by demands for pensions to begin at yet earlier ages, become burdensome on the one hand and very unsatisfactory on the other, the frequent insistence of employes upon better terms creating the sentiment that there is want of appreciation of the benefit. The irritation on both sides is also likely to be increased by the difficulty of determining what constitutes total and permanent disability. There is no organized system by which to test the reality and totality of the disability; and whether it will be permanent, is much more difficult to ascertain.

There is yet another serious embarrassment for the employer. Though under a service pension system there is no obligation to keep an employe who is nearing the pension age in the service and though, under a pension fund system, there is usually some provision for return of funds upon earlier retirement or discharge, the employer does not wish to incur the imputation of unfairness by discharging an employe who would soon become a pensioner. He may not deem him totally and permanently disabled and so entitled to pension, if such provision is made; but there may be occasional and even frequent disablements which cause much loss of wages and much annoyance.

Nearly all the foregoing difficulties, when analyzed, grow out of an imperfect recognition of the sentiment that the title to support should rest on incapacity. Its full recognition is prevented by the fact that the employer is conscious that he personally has in very many cases no responsibility for the disablement and in all other cases but a partial responsibility, the measure of which is always hard to ascertain. Yet all the embarrassments, or nearly all, of the pension plans will disappear and many other demands upon the employer for assistance be checked, if a good solution of the general problem of providing for support during incapacity can be found, which will be just to employer and employe alike.

Such solution, it is believed, has been found, in the establishment of a mutual insurance fund contributed by both employer and employe, in connection with the pension system. By means of such a fund, which will be fully described in the subsequent papers of this series, relief and assistance during disablement will be given as required and the pension age can properly and reasonably be set at 70, if desired, or in any event at a higher age than is satisfactory otherwise.

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INVITES THE PULLMAN PLANT

Elkhart Hears Rumor That Big Works May Be Moved.

(Special Telegram.)
ELKHART, Ind., Sept. 15.—With the shutdown of the Pullman Palace Car works at Chicago this morning comes the renewal of a report, circulated here several months ago, that Elkhart had been selected as the future location of the large plant. The nature of the announcement made to the employees would indicate that the Chicago plant was not to be reopened. Hence the assumption that the plant is to be moved from Chicago and probably to this city.

It is said that the Pullman officials, being interested in the Lake Shore's large gravity yards and mammoth shops here and impressed by the undisturbed labor situation and Elkhart's proximity to Chicago, are disposed to locate here.

The cheapness of motive power in this city is another feature which is a strong bid for Elkhart. The Elkhart Business Men's association has the project of securing the large car works under consideration.

The railroad shops at Pullman, which have been gradually shutting down for the last month, are not completely closed. The repair departments are still in operation and, according to officials of the company, will continue to run. About 800 men are still at work.

All sorts of rumors regarding the cause of the shutdown are being circulated, but the company insists that the only reason for the temporary close is the lack of business. It is reported that labor troubles have had something to do with the present situation and that the Pullman company intends to change the situation when the plants resume operations. The iron molders are said to have overstepped the bounds of their agreement.

TRIBUNE.
SEPT. 16, 1904.

Car Shops Closed Till December.

Officials of the Pullman company declare the great plant at Pullman will not be reopened for the manufacture of cars and equipment before December. Repairing will be continued in a small way.

"The railroads bought large numbers of cars in the season now over," said one of Vice President Wickes' assistants, "and now they have more than they need. Many of their purchases were made in anticipation of the business to be done to and from the St. Louis exposition. This traffic has not reached the expectations.

"Another cause for the want of orders to keep the men employed is the general trade depression. The roads cannot afford to buy new rolling stock and will get along with new rolling stock and will get along with until traffic improves. The Pullman company has 200 passenger cars on hand. Repairing is done by the roads at their own shops and at the many scattered shops of the Pullman company."

PULLMAN WORKS
WILL STAY HERE

Reports of Possible Removal of
Big Car Works Are Denied

N. Y. MARKET IS LESS ACTIVE

Prices More Irregular, Only a
Few Specialties Showing
Substantial Gains

While it is admitted that proposals have been made to the Pullman Palace Car company to remove its repair and car building plants from Chicago, officials of the company are emphatic in declaring the proposition is not seriously entertained, and that it is not probable it will be done.

The proposition for removal is said to have come from several cities and towns in search of industrial corporations anxious for a change of location because of labor troubles, high taxes and similar reasons. In this connection Elkhart, Ind., and Cleveland have been mentioned, and it is understood both of these have made attractive propositions to the Pullman company through committees in charge of the work of attracting industrial capital. "With the immense investment at Pullman it would be little short of suicide for the Pullman company to think of making a change," said an official today. "We are getting along as well as could be expected under all the circumstances, and the shutdown in the works is due to no labor down to any such reason. It is due to the slackening of general business, and we are still getting our share of what is going. But the railroads are doing little ordering just now, and the car-building industry is at the lowest ebb since the boom."

"But we still have in the neighborhood of 1,000 men at work on repairs and accessories as have not been filled. I look for an increase rather than a decrease from this number in the immediate future, but much depends on the attitude of the railroads after the corn crop question is settled."

Other industrial concerns in Chicago are said to have received similar propositions, but so far as known none of them has been accepted.

STOCKS
ARE NOW EMPLOYED
CHICAGO.

Of Laborers Out of Work 16,000 of Them Have Been Discharged Because Business Is Too Slack to Employ Them

There are 86,000 idle skilled laborers in Chicago.

The number does not include men out on strike, except those still idle from the settled stock yards trouble. The plants where men are idle are: Pullman Palace Car Company 7,000 McGowan Harvester Company 4,000 Deering Harvester Company 2,800 Plano Harvester Company 1,800 Flocking plants 10,000 The idleness of 16,000 of the men is not the result of labor troubles. They have simply been discharged inadvertently because the great concern that employed them had no further work for them to do.

Cart letters of Dismissal. The town of Pullman was added yesterday to the list of places where not a wheel turned nor a forge fire burned. The 7,000 men, instead of carrying fuel, or any other sort of dinner pails to the shops, sat at home and discontinuously read over and over again their cart letters of dismissal. The mail ran:

"Your services will be required no longer and you are requested to remove your tools at once."
The men looked at the situation gloomily. That the resignation is for a considerable period is clearly shown by the notice they received and, while most of them are skilled mechanics who earn good wages, none is in a financial condition to support families through the approaching Winter without work.

Business Depression Blamed. Absolutely no reason was given the men for their discharge and the officers of the company refused yesterday to explain the shut down. A majority of the men attributed the suspension to a lack of orders caused by a general business depression throughout the country.

The men of the hardest companies are facing a prospect that promises as little happiness as does that of the Pullman workers. The approaching Winter is the terror of them all. The increased expense of the cold season, without the steady wages with which to meet the bills, threaten the families of the idle men with destitution. The danger is a hard one for the men even when they are working full time, and when they are idle it means the next thing to starvation for them and their families.

In addition to the men turned off at the big manufacturing plants and the striking stock yard hands who have not been taken up, there are a large number of unemployed strike-breakers who have been discharged to give places to the skilled union men who have gone back to work.

RY. AGE.
SEPT. 16, 1904.

There is every prospect that the railway supply interests of the United States will be fittingly represented at Washington during the meeting of the International Railway Congress next May. Elsewhere in this issue we publish the list of names of those who constitute the general committee of arrangements for this purpose. We publish also the very able and instructive address delivered by the chairman, Mr. George A. Post, at the first meeting of this committee at New York on Thursday, September 8. To those who have

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PULLMAN WORKS WILL STAY HERE

Reports of Possible Removal of Big Car Works Are Denied

N. Y. MARKET IS LESS ACTIVE

Prices More Irregular, Only a Few Specialties Showing Substantial Gains

While it is admitted that proposals have been made to the Pullman Palace Car company to remove its repair and car building plants from Chicago, officials of the company are emphatic in declaring the proposition is not seriously entertained, and that it is not probable it will be done.

The proposition for removal is said to have come from several cities and towns in search of industrial corporations anxious for a change of location because of labor troubles, high taxes and similar reasons. In this connection Elkhart, Ind., and Cleveland have been mentioned, and it is understood both of these have made attractive propositions to the Pullman company through committees in charge of the work of attracting industrial capital.

With the immense investment at Pullman it would be little short of suicide for the Pullman company to think of making such a move," said an official today. "We are getting along as well as could be expected under all the circumstances, and the shutdown in the works is due to no labor trouble, nor to any such reason. It is due to the slackening of general business, and to our not getting our share of what is going. But the railroads are doing little ordering just now, and the car-building industry is at the lowest ebb since the boom.

"But we still have in the neighborhood of 1,000 men at work on repairs and such for an increase rather than a decrease from this number in the immediate future, but such depends on the attitude of the railroads after the corn crop question is settled.

Other industrial concerns in Chicago are said to have received similar propositions, but so far as known none of them has been accepted.

RY. AGE.

SEPT. 16, 1904.

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26,000 LABORERS PAID OFF AND RECEIVED CHICAGO.

Of Laborers Out of Work 16,000 of Them Have Been Discharged Because Business Is Too Slack to Employ Them

There are 26,000 idle skilled laborers in Chicago.

The number does not include men out on strike, except those still idle from the settled stock yards trouble. The plants where men are idle are:

Pullman Palace Car Company	7,000
McCormick Harvester Company	4,000
Deering Harvester Company	2,000
Plano Harvester Company	1,500
Wooling plants	10,000

The idleness of 16,000 of the men is not the result of labor troubles. They have simply been discharged indelicately because the great concern that employed them had no further work for them to do.

Curt Letters of Dismissal.

The town of Pullman was added yesterday to the list of places where not a wheel turned nor a forge fire burned. The 7,000 men, instead of carrying full, or any other sort of dinner pails to the shops, sat at home and disconsolately read over and over again their curt letters of dismissal. The Pullman men will be required no longer and are requested to remove your tools and other property.

The men looked at the situation gloomily. The suspension is for a considerable period is clearly shown by the notice they received and, while most of them are skilled mechanics who earn good wages, many are in a financial condition to support their families through the approaching winter without work.

Business Depression Blamed.

Absolutely no reason was given the men for their discharge and the officers of the company refused yesterday to explain the shut down. A majority of the men attribute the suspension to a lack of orders caused by a general business depression throughout the country.

The men of the harvesting companies are facing a prospect that promises as little happiness as does that of the Pullman men. The prospect is the increased expense of their labor. The increased expense of the cold season, without the weekly wages which now save the sick, threaten the families of the idle men with utter destitution. The winter is hard time for the men even when they are working full time. The winter is hard if it means the next thing to starvation for them and their families.

In addition to the men turned off at the manufacturing plants and at the stock yard plants who have not been taken back, there are in the city 8,000 to 10,000 strike-breakers who have been discharged to give places to the skilled union men who have gone back to work.

CHRONICLE.
SEPT. 16, 1904.

INVITES THE PULLMAN PLAN

Elkhart Hears Rumor That Big Works May Be Moved.

[Special Telegram.]

ELKHART, Ind., Sept. 15.—With the shut-down of the Pullman Palace Car works at Chicago this morning comes the renewal of a report, circulated here several months ago, that Elkhart had been selected as the future location of the large plant. The nature of the announcement made to the employes would indicate that the Chicago plant was not to be reopened. Hence the assumption that the plant is to be moved from Chicago and probably to this city.

It is said that the Pullman officials, being interested in the Lake Shore's large gravity yards and mammoth shops here and impressed by the undisturbed labor situation and Elkhart's proximity to Chicago, are disposed to locate here.

The cheapness of motive power in this city is another feature which is a strong bid for Elkhart. The Elkhart Business Men's association has the project of securing the large car works under consideration.

The railroad shops at Pullman, which have been gradually shutting down for the last month, are not completely closed. The repair departments are still in operation and, according to officials, the company will continue to run. About 800 men are still at work.

All sorts of rumors regarding the cause of the shutdown are being circulated, but the company insists that the only reason for this temporary close is the lack of business. It is reported that labor troubles have had something to do with the present situation and that the Pullman company intends to change the situation when the plants resume operations. The iron molders are said to have overstepped the bounds of their agreement.

TRIBUTE.
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"Another cause for the want of orders to keep the men employed in the general trade depression. The roads cannot afford to buy new rolling stock and will act along with what they have until they are in positive need or until traffic improves. The Pullman company has 200 passenger cars on hand. Repairing is done by the roads at their own shops and at the many scattered shops of the Pullman company."

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"But we still have in the neighborhood of 1,600 men at work on repairs and such for an increase rather than a decrease from this number in the immediate future, but much depends on the attitude of the railroads after the corn crop question is settled."

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"Your services will be required no longer and you are requested to remove your tools at once."

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A new train of palaces, christened "The Merchants' Limited," has been put in commission on the New Haven road as a permanent part of the New York and Boston service, the special object of which is to furnish a luxurious and fast train for business men—one train passing in each direction daily, with a time schedule of five hours. The interior appearance of the cars has, by means of a skillful arrangement of the headlining and windows, been designed to give the impression of

beautifully appointed homes. On the inspection trip made on the 7th inst., by a large party of railroad officials and business men, the train consisted of Pullman cars, including a dining and observation car. The lighting system is electric, driven by a plant located in the baggage car, taking steam from the locomotive. Storage batteries are also charged by the dynamo, so that the light is constant whether the train is coupled to the engine or not. The inspection party included Division Supt. Frank B. Smith, of the Lackawanna; T. G. Clifford, of the Erie; E. T. Clark of the Westinghouse Company; C. T. Homestead, Gen. Pass. Agent; C. H. Boyton, Supt. of Eastern Division, besides other officials of the New Haven road, and representative business men.

The Pullman Co., Closes Shops.

The Pullman car works at Pullman, Ill., were entirely closed down on the morning of Sept. 15, the men being told to take their tools with them, as it could not be stated when the shops would reopen. There has been a gradual closing down of the works for some time past and this final action leaves about 7000 men without employment. No reason was given for this final cut. The works have been using the open-shop system since 1894 and were paying the union wage scale.

STOCKS AND BONDS

Reports About Pullman Company's
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MUCH AT STAKE HERE

Forecast of Today's Bank Statement Reflects Further Loss.

Bond Market Strong—Reading Company's Earnings—St. Louis Transit.

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The Pullman company owns a large tract of land in Cleveland, which was purchased at the time of its difficulties with the state, concerning the order by the Supreme court, to liquidate its land holdings at Pullman, Ill., although it is said that the intention of moving the shops to that place was never seriously considered. Cleveland interests have made alluring offers to the company if it will come there, but it is said these have been declined. Still another proposition comes from Elkhart, Ind., but this, too, has been rejected, as was the offer from Ohio city.

"With its immense investment at Pullman it would be nothing short of disastrous for the company to make the change," said an official of the Pullman company yesterday. "The company is getting along as well here as it could anywhere else under the circumstances. The car building industry is at a low ebb everywhere, and moving the plants away would not better it any. So far as labor difficulties are concerned, we have not experienced any great trouble since the big strike several years ago. So far as the attitude of the state against corporations is concerned, we have no complaint at present. The authorities have been very liberal in all recent matters."

The Pullman company still has about 1,300 men at work in its shops, and the officials are looking for an increase in business from now on, rather than a contrary condition. They hope that the plants will not have to be closed down entirely.

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CHRONICLE.
SEPT. 21, 1904.

CALLMET RECORD.
SEPT. 22, 1904.

TRIBUNE.
SEPT. 23, 1904.

PULLMAN OPENS CRIME WAR

Branch of the Law and Order League Formed in the Village.

"The need of a law and order league to prevent gambling, the encroachment of the Kennington saloon on the spread of vice in Pullman, at one time known as the model village of the west, were so apparent to representatives of the various churches that a branch of the Chicago Law and Order League was organized last night at Market Hall. Rev. Otto Gromoll of the Episcopal church, Rev. Thomas H. Coole of the Methodist church and Dr. Mary E. Donohue of Pullman, Arthur Burrage Farwell, president of the Chicago organization, and Rev. J. E. Em-sign of Italian home were the organizers. The election of officers will follow at a future meeting, when the special evil of the community against which the league will labor will be decided upon.

"That there is need of such an organization in our community," said Dr. Donohue, "is apparent to those who have kept in touch with our affairs. It has not been long ago since one of the men of Pullman lost \$600 of his employer's money in a gambling-house on the west side of our community."

EXAMINER.
SEPT. 23, 1904.

NEW PLAN WILL HEAD ALL RAILROADS.

Plans for Consolidation of All Lines Into One System Include the Promotion of the New York Central President

For several months systematic rumors have been intentionally circulated to the effect that W. H. Newman, president of the New York Central system, had, or was about to, resign.

An officer of the Vanderbilt Company in Chicago yesterday was so indignant at the repeated reports that he gave his opinion regarding their object. "This officer, who is probably as close to Mr. Newman and the Vanderbilts as anybody connected with a big railway system, said:

"These rumors are malicious, and have been circulated for the purpose of booming a certain officer now connected with the Vanderbilt system, but who has all but failed in the position he was appointed to occupy.

"Mr. Newman has no intention of resigning. He is the assistant of W. K. Vanderbilt in the operation of the latter's great transportation system, and his position becomes more invaluable every day.

"Not only will Mr. Newman stay with the Vanderbilts, but I know that plans are now about ready which will mean that the Vanderbilts are planning to consolidate all of their lines with the New York Central, Lake Shore, Michigan Central, Big Four and West Shore into one system, under one management, and that the greater system will be known as the 'New York' system. It is likely that a number of the officers now under Mr. Newman will be dropped.

"In addition to the contemplated amalgamation of the various systems under one presidency, there will be a general traffic director, and the latter will have charge of the traffic of the entire system. It is likely that the first traffic director will be in Chicago, the recognized railroad center of the country.

PULLMAN RUMORS

Plant to Remain—False Reports of Contemplated Removal.

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Busy Times Again at the Car Shops Promised at Conclusion of The St. Louis Fair—Business Depression the Reason for Slack Work.

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NEWS OF THE RAILWAYS.

RUMORS OF NEWMAN'S RESIGNMENT ARE DENIED.

Chances, However, in the New York Central and Lake Shore System Are Expected—M. E. Ingalls, It is Calculated, Will Give Up Presidency of Big Four—Important Alterations in Traffic Departments of Vanderbilt Lines Figured On.

It can be said authoritatively that there is no truth in the rumors that William H. Newman intends to resign as president of the New York Central and Lake Shore railroad systems and that W. C. Brown, vice president of these roads, would succeed him. There will be, however, important changes made on Jan. 1 in the management of the Vanderbilt lines, but President Newman and Vice President Brown will continue to hold their respective positions, with their jurisdiction extended over all the Vanderbilt roads one management.

During the last two years plans have been under consideration for the unification of the Vanderbilt lines, and the scheme would have been carried out before now had it not been for the inability to induce H. B. Ledyard to resign as president of the Michigan Central. Mr. Ledyard, it is said, has consented at last to retire on Jan. 1.

Mr. E. Ingalls Expected to Retire. Mr. E. Ingalls, vice president of the Big Four road and W. H. Caniff will give up the presidency of the Central Pacific. The jurisdiction of President Newman and Vice President Brown then will be extended over these roads, which will put the Vanderbilt lines east of Chicago and St. Louis practically under one management.

When this has been accomplished, important changes in the traffic departments of the Vanderbilt lines will be made. It is believed a vice president is to be appointed who will have supreme charge of the traffic affairs of all the Vanderbilt lines. Vice President Stubbs has control of the traffic of all the Harriman lines and Vice President Birch of all the Gould roads. With Vice President Brown in charge of the operations, and an equally strong man in charge of the traffic of the Vanderbilt lines, these roads, it is believed, can be managed much more economically than they have been heretofore under separate managements.

Terminal Company Stock Bought.

It is said the opposition to the present control of the Chicago Terminal Transfer railway company has secured a majority of the proxies for use at the next annual meeting to be held on Oct. 22, and that a change in management will then be brought about with the view of avoiding a reorganization of the company and the sale of the property through foreclosure.

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"In addition to the contemplated amalgamation of the system, there will be a general traffic director appointed to have charge of the traffic of the entire system. It is likely that this director will be in Chicago, the recognized railroad center of the country."

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Plant to Remain—False Reports of Contemplated Removal.

PLENTY OF WORK COMING

Busy Times Again at the Car Shops Promised at Conclusion of St. Louis Fair—Business Depression the Reason for Slack Work.

Officials of the Pullman company emphatically deny the report that the plants of that concern will be moved away from Chicago. They admit that proposals had been made to the company to transfer its shops and, while some of them were attractive enough in their way, they could not be entertained, as the big concern has too much invested here to consider leaving it behind.

The Pullman company owns a large tract of land in Cleveland, which was purchased at the time of its difficulties with the state concerning the order by the supreme court to liquidate its land holdings at Pullman, although it is said that the intention of moving the shops to that place was never seriously considered. Cleveland interests have made alluring offers to the company if it will come there, but it is said these have been declined. Still another proposition comes from Elkhart, Ind., but this, too, has been rejected, as was the offer from the Ohio city.

"With its immense investment at Pullman it would be nothing short of disastrous for the company to make the change," said an official of the company. "The company is getting along as well here as it could anywhere else under the circumstances. The car building industry is at a low ebb everywhere, and moving the plants away would not better it any. So far as labor difficulties are concerned, we have not experienced any great trouble since the big strike several years ago. So far as the attitude of the state against corporations is concerned, we have no complaint at present. The authorities have been very liberal in all recent matters."

The Pullman company still has about 1,000 men at work in its shops, and the officials are looking for an increase in business from now on, rather than a contrary condition. They hope that the plants will not have to be closed down entirely.

All sorts of rumors regarding the cause of the extensive lay-off are being circulated, but the company insists that the only reason for the temporary closure is the lack of business. It is reported that labor troubles have had something to do with the present situation and that the Pullman company intends to change the situation when the plants resume operations. The iron molders are said to have overstepped the bounds of their agreement.

NEWS OF THE RAILWAYS.

RUMORS OF NEWMAN'S RETIREMENT ARE DENIED.

Chances, However, in the New York Central and Lake Shore System Are Expected—M. E. Ingalls, It is Calculated, Will Give Up Presidency of Big Four—Important Alterations in Traffic Departments of Vanderbilt Lines Figured On.

It can be said authoritatively that there is no truth in the rumors that William H. Newman intends to resign as president of the New York Central and Lake Shore railroad systems and that W. C. Brown, vice president of these roads, would succeed him. There will be, however, important changes made on Jan. 1 in the management of the Vanderbilt lines, but President Newman and Vice President Brown will continue to hold their respective positions, with their jurisdiction extended over all the Vanderbilt roads.

During the last two years plans have been under consideration for the unification of the Vanderbilt lines, and the scheme would have been carried out before now had it not been for the inability to induce H. B. Ledyard to resign as president of the Michigan Central. Mr. Ledyard, it is said, has consented at last to retire on Jan. 1.

M. E. Ingalls Expected to Retire. At the same time it is expected, Mr. E. Ingalls will resign the presidency of the Big Four road and W. H. Caniff will give up the Presidency of the Rockford Road. The jurisdiction of President Newman and Vice President Brown then will be extended over these roads, which will be merged with the rest east of Chicago and St. Louis practically under one management.

When this has been accomplished, important changes in the traffic departments of the Vanderbilt lines will be made. It is believed that a vice president is to be appointed who will have supreme charge of the traffic affairs of all the Vanderbilt lines, just as Vice President Stubbs has control of the traffic of all the Harriman lines and Vice President Bird of all the Gould roads. With Vice President Brown in charge of the operations, and an equally strong man in charge of the traffic of the Vanderbilt lines, these roads, it is believed, can be managed much more economically than they have been heretofore under separate managements.

Terminal Company Stock Sought.

It is said the opposition to the present consolidation of the Chicago Terminal Transfer railway company has secured a majority of the proxies for use at the next annual meeting of the company. It is expected that a change in management will then be brought about with the view of avoiding a reorganization of the company or the sale of the property through foreclosure.

"The railroads bought large numbers of cars in the season now over," said one of Vice President Wickes' assistants, "and now they have more than they need. Many of their purchases were made in anticipation of the business to be done at and from the St. Louis exposition. This traffic has not reached the expectations.

"Another cause for the want of orders to keep the men employed is the general trade depression. The roads cannot afford to buy new rolling stock and will get along with what they have until they are in positive need or until traffic improves. The Pullman company has 200 passenger cars on hand. Repairing is done by the roads at the open shops and at the many scattered shops of the Pullman company."



Fig. 2—Floor Plan of Private Car, Exhibit of F. M. Hicks & Co.

extension steps and a domed ceiling. The observation room has four extra large side windows with art glass gothic and two very large low cut windows in the rear, in addition to a low cut glass door. This room is furnished in carefully selected Cuban mahogany with a narrow inlaid border. The ceiling is Empire with ornamental glass ventilators. It contains six easy chairs upholstered in hand-bluffed leather, and a large double sofa berth. This sofa has a high back hinged at the top and can be raised up to form an upper berth. The ceiling is a delicate shade of olive illuminated with gold leaf, and the carpets and silk window hangings are of a harmonizing shade.

The state room contains a standard Pullman section of the latest type, a folding white metal washstand, a hopper with an upholstered cover, and a large locker. It has a door into the passageway, and one into the bath room. This room is finished in natural oak and upholstered in mahogany frieze plush with carpets, hangings and head linings to match.

The bath room is furnished with a porcelain bath tub, white metal washstand with mirrors above, and has a Aquanometer hopper. It has entrances from the passageway, state room, and from the private room. The one window is of arc glass and cut high. The walls are vaneocated with tiling and finished above with quarter-sawed oak with a wax finish. The floor is made of inlaid rubber tiling covered with rugs.

The private room, measuring 5 ft. 8 ins. by 6 ft. 6 ins. contains a brass bed, a built-in dresser with mirrors and racks above and a wardrobe. This room is finished in vermilion wool. The carpets, hangings, upholstery and head lines of an olive shade, which makes a very attractive combination with the woodwork.

The dining room in the center of the car is very commodious. It has in the center an extension table with a maximum capacity of ten. It has four extra large windows, and being finished in golden oak, makes a very light pleasant room. This room contains in addition to eight high-backed dining room chairs, a large double sofa of the same type as that in the observation room. It also has a sideboard, china cabinet and writing desk with a book case above. The chairs and sofa are upholstered in olive Spanish leather, the color scheme being olive and gold. The writing desk is provided with an electric light inside, which has an automatic switch.

Beyond the dining room is a toilet room provided, and the shades are of silk-faced pantasote. The floor is covered with inlaid tiling. The section for porter and cook is plain oak upholstered in leather. The kitchen contains a Stearns wrought-steel range, and the usual ice boxes, dish racks, cupboards, etc. The floor is lined with copper and covered with wood mats. Under the car are large storage celiars with ample space for supplies.

The carpets throughout the car are English Wilton and the shades are of silk-faced pentasote. The lighting is arranged for both Pintsch gas and electric lights. There are electric fans scattered throughout the car. Heating is by the Baker heater and direct steam, Safety Car Heating Co.'s system. Westinghouse high-speed air brakes are provided, and a Westinghouse air signal.

The framing is arranged with a cantilever truss and heavy outside truss rods with substantial side bracing and continuous blocking. There are steel carlines and braces and double-steel transoms and steel platforms. The trucks are six-wheel Pullman standard, 38-in. steel tire wheels, and the couplers are National Steel. The general dimensions are: Length over sills 67 ft., Width over sills 9 ft. 8 ins., Height over all 14 ft. 4½ ins., Width at eaves 10 ft. ¼ in.

The locomotive on exhibition is a 18x26, 4-4-0 type, weight 53 tons. This engine is exhibited as a specimen of repair work. The work that has been done includes new firebox, new tires, new steel driving boxes and brasses, a new Russian iron jacket, asbestos lagging, new piping throughout,

of being built in accordance with the metric system throughout.

The condensing apparatus consists of a 2000 square foot Worthington condenser, a Blake vertical, twin beam, air pump, and an eight-inch Worthington volute circulating pump. The vertical twin air pump was originally developed by the George F. Blake Manufacturing Company for marine service. There are two air cylinders placed side by side in a vertical position, with the steam cylinders directly above, the two piston rods being connected by a walking beam. A crank on the shaft of the walking beam operates the slide valve of a small cylinder, the piston of which is in reality the driving engine of the main steam cylinder valves. This is not a dry vacuum pump, but is intended to handle both air and the water of condensation. Its operation is noiseless and regular, the auxiliary valve mechanism giving complete and accurate control of the motions of the main pistons. This exhibit is unique, and will repay an inspection.

Exhibit of F. M. Hicks & Co. at World's Fair.

F. M. Hicks & Co. have on exhibition in the Transportation Bldg., St. Louis World's Fair, a private car, illustrated herewith, and a standard 8-wheel locomotive which was rebuilt at their works.

The private car is of new construction throughout and presents a very neat symmetrical exterior appearance as is seen in Fig. 1. The interior, a plan of which is shown in Fig. 2, is arranged with a large observation platform in the rear, a 12-ft. observation room inside, state room containing upper and lower berth, bath room, private room, 14-ft. dining room, toilet room, porter's and cook's section and kitchen. The observation platform extending 3 ft. beyond the end sills and is recessed 2 ft. 6 ins. into the car, has brass railings and gates,



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The private room, measuring 8 ft. 8 ins. by 6 ft. 6 ins., contains a brass bed, a built-in dresser with mirrors and racks above and a wardrobe. This room is finished in vermillion wood. The carpets, hangings, upholstery and head linings of an olive shade, which makes a very attractive combination with the woodwork.

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Fig. 4—View in Dining Room, Private Car Exhibited by F. M. Hicks & Co.

new front end complete, with nozzles, netting and stack, and a complete overhauling of all machinery and parts. The tender has new frame and new wheels. A close examination of this engine will demonstrate the fact that it is an excellent piece of rebuilding.



Fig. 5—Interior Views of Private Car Exhibited by F. M. Hicks & Co.



Fig. 3—View in Observation Room, Private Car Exhibited by F. M. Hicks & Co.



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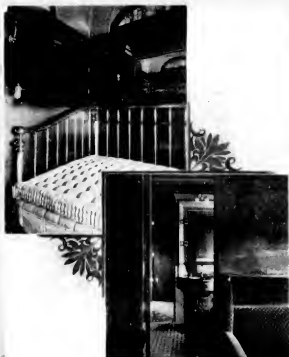


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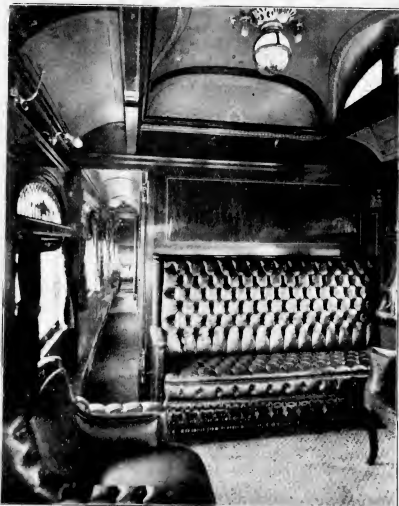
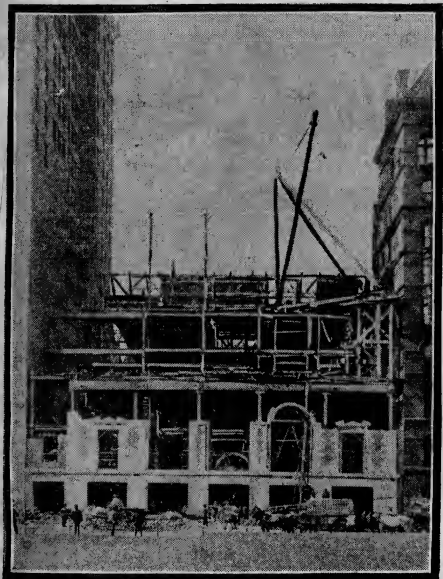


Fig. 3—View in Observation Room, Private Car Exhibited by F. M. Hicks & Co.

RECORD.
SEPT. 25, 1904.

PRESENT APPEARANCE OF ORCHESTRA HALL, WHICH
WILL SOON BE FINISHED.



STANDING between the Railway Exchange and the Pullman buildings, on Michigan avenue between Adams street and Jackson boulevards, "Orchestra Hall" looks smaller than it really is. It is in reality a large building, and is in a admirably adapted for concert-giving. The comfort of the auditorium has been attained with the greatest possible care. Work is now being rushed, and it is probable that the auditorium will be finished in time for a concert during the closing week of December, when the hall will be dedicated. The front portion will not be finished until later. The erection of the building means that the orchestra which Theodore Thomas has built up in a commanding position is to be permanent. The ground was bought and the building erected by popular subscription, more than \$400,000 having been already subscribed. The building contains some of the best work of which about \$500,000 had been already subscribed. The total cost will be in the neighborhood of \$700,000, of which about \$300,000 had been already subscribed. The building contains some of the best work of which about \$500,000 had been already subscribed. A full description appears in another column.

Work will be resumed this morning, after a brief period of idleness, in the plants of two of the greatest manufacturing companies of Chicago. In both instances labor unions will be ignored absolutely. The men will be taken back under conditions less favorable than those they enjoyed before the shutdowns.

The concerns simultaneously announcing the new policy with the reopening of their shops are the Pullman company and the International Harvester company. The former will put 2,000 of its former employes at work at a wage lower by 10 to 20 per cent than they were receiving previously. They will be employed in the repair department.

These men have been picked with care in the ten days the plant has been closed. If their number will be found none who have been known as a labor-agitator. Here all applications for employ were made at the general office in Chicago.

INTER OCEAN.
SEPT. 25, 1904.

WOMEN IN SLEEPING
CARS STIR PROTEST

Henri Labouchere Finds New Complaint to Air to British Public—Wants More Room to Sleep.

Special Cable Dispatch to The Inter Ocean. LONDON, Sept. 24.—"A good deal of improvement is possible in the care of the International Sleeping Car company," writes Mr. Labouchere in Truth. "I would have in one part of each car a sort of dentist's chair, in which a person would be able to sleep perfectly well.

"Under the present arrangement it is all very well if two friends are traveling together, for they can take a two-bedded compartment. But the traveler when alone has to share his compartment with some other stranger, and few like such promiscuous pigging together. If not prepared to do this, he has not only to pay for two beds, but also for two first-class tickets, and this comes expensive.

One Woman Is Shocked.

"The other day I took a sleeping-car ticket, and I found myself alone in a two-bedded compartment. An hour later a lady boarded the train at a station and entered the compartment. She was a stout, middle-aged matron. Having glanced at me as though I had been an adventurous intruder in her bedroom, she sternly asked me whether I contemplated undressing for the night.

"I replied that this was my intention, and indeed that was why I was there. 'While I am here,' she shrieked, I modestly explained to her that I had not asked her to share my apartment, but that, being there, I would respectfully advise her to do the same, if she so pleased.

"On this, after crushing me with a final glare, she disappeared, and, I suppose, found a place in some first class carriage. And yet I was entirely in the right.

"Ladies are given to stretch their rights

in trains to a point at which they become unpalatable.

"On another occasion I got into a compartment marked 'Smoking,' in which a lady and gentleman were already seated. After a minute or two a second lady entered; she seemed to be a friend of the first lady, for they shook hands.

"Noticing the label 'Smoking,' she announced that she could not stay. Lady Nelson this assured her that her husband would not smoke if it was disagreeable to her and she took a seat. I said, 'This is a smoking carriage, and I mean to smoke, whatever that gentleman may do.'

"On this the two ladies glared at me as though I had proposed to murder them, but the husband smiled gratefully. No. 2 withdrew, and the husband and I smoked during nearly the whole journey.

"Now, what would this lady have said if I had entered a carriage reserved for ladies, lit a cigarette, and suggested that the ladies should withdraw if they did not like smoking? On occasions such as these, I always feel that I owe it as a duty to my sex to stand up for their rights."

TRIBUNE.

SEPT. 26, 1904.

BIG SHOPS START,
IGNORING UNIONS

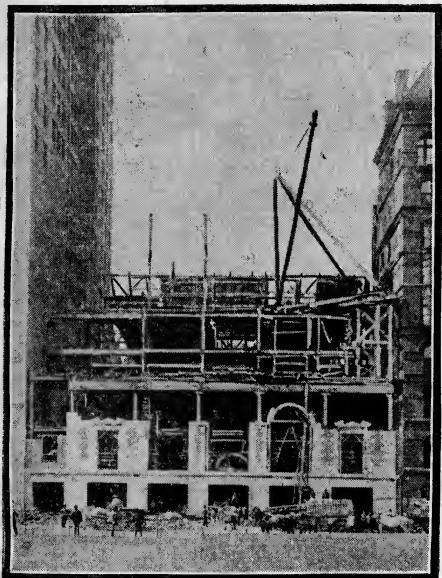
Pullman and International
Harvester Company Plants
Will Resume Work
Today.

MORE TIME OR LESS PAY.

Men Are Selected to Be Taken
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STANDING between the Railway Exchange and the Pullman buildings, on Michigan avenue between Adams street and Jackson boulevard, "Orchestra Hall" looks smaller than it really is. It is in reality a large building, and is to be admirably adapted for concertgiving. The contour of the auditorium has been sketched with the greatest possible care. Work is now being resumed, and it is probable that the auditorium will be finished in time for a concert during the closing week of December, when the hall will be dedicated. The front portion will not be finished until later. The erection of the building means that the orchestra which Theodore Tumas has built up is a commanding position. More than 8,400 persons contributing to the fund. The total cost will be in the neighborhood of \$750,000, of which about \$200,000 has been already subscribed. The building contains some of the heaviest steel girders ever placed in any structure in Chicago. A full description appears in another column.

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"Under the present arrangement it is all very well if two friends are traveling together, for they can take a two-bedded compartment. But the traveler when alone has to share his compartment with some other stranger, and few like such promiscuous piling together. If not prepared to do this, he has not only to pay for two beds, but also for two first-class tickets, and this comes expensive.

The Woman Is Shocked.

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"On another occasion I got into a compartment marked 'Smoking,' in which a lady and gentleman were already seated. After a minute or two a second lady entered; she seemed to be a friend of the first lady, for they shook hands.

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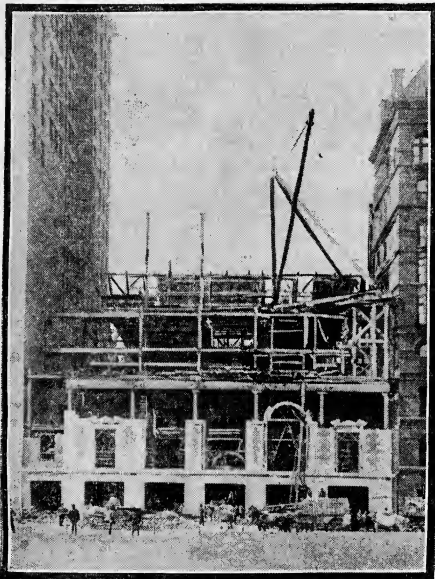
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"On another occasion I got into a compartment marked "Smoking," in which lady and gentleman were already seated. After a minute or two a second lady entered; she seemed to be a friend of the first lady, for they shook hands.

"Noticing the label "Smoking," she announced that she could not stay. Lady No. 1 on this assured her that her husband would not smoke if it was disagreeable to her and she took a seat. I said, "This is a smoking carriage, and I mean to smoke, what ever that gentleman may do."

"On this the two ladies glared at me, although I had proposed to murder them, but the husband smiled gratefully. No. 2 withdrew, and the husband and I smoked during nearly the whole journey.

"Now, what would this lady have said if I had entered a carriage reserved for ladies, lit a cigarette, and suggested that the ladies should withdraw if they did not like smoking? On occasions such as these, I always feel that I owe it as a duty to my sex to stand up for their rights."

TRIBUNE.

SEPT. 26, 1904.

BIG SHOPS START,
IGNORING UNIONS

Pullman and International
Harvester Company Plants
Will Resume Work
Today.

MORE TIME OR LESS PAY.

Men Are Selected to Be Taken
Back—All Labor Agitators
Carefully Ex-
cluded.

Passenger Car Ventilation System of the Pennsylvania R. R.

By Dr. Charles B. Dudley, Chemist.

It is to be confessed, we think, that the discomfort attendant on riding a number of hours in a stuffy, over-heated passenger car, and especially the annoyance and discomfort from spending the night in an over-heated, ill-ventilated sleeping car, are so great that it is not at all surprising that not only individual passengers but also the technical papers, and, indeed, the general press of the country, should from time to time break out into a tirade against the present condition of the ventilation of passenger cars. We think it fair to say, however, in justice to railroad officers, that the condition of affairs is not and has not been in the past entirely ignored by them. They are entirely conversant with the fact that the present passenger coach, and especially the sleeping car, is not properly ventilated, and it is not because of indifference, but because of the extreme difficulty of the problem that no more decided action has been taken in the past.

The question of car ventilation has been studied more or less for a number of years. Under the auspices of the Railroad Commissioners of the State of Massachusetts, some fifteen or twenty years ago, quite a number of analyses of the air from passenger cars were made by Professor Ripley Nichols, of the Massachusetts Institute of Technology, Boston. Furthermore, not less than fifteen years ago a number of analyses of air from the cars of the Pennsylvania Railroad were made, and in 1893 or 1894 a committee of the Master Car

ject of car ventilation for the winter. Unfortunately part of the problem, as already stated, is to exclude objectionable matter coming from without and on dusty roads, it is absolutely essential, even in warm weather, to keep the doors and windows closed on account of dust. Furthermore, smoke and cinders from the locomotive not infrequently are annoying even in the summer season, so that it seems fairly probable that a good system of ventilation should be operative both in winter and in summer, and in the studies above referred to in connection with the Pennsylvania Railroad, this phase of the case has been constantly in mind.

The next question is: Is it possible to have a ventilation system apart from the heating system? It has been urged in the technical press, and in conversation with would-be experts, that it is an easy matter to ventilate cars; simply let air in, and provide places for the foul air to get out. We are compelled to say that we think this is a very unsatisfactory view of the case. In this climate it is unendurable to let fresh air into cars in proportion to the amount in the winter season without warming it, and, consequently, it is perfectly clear that studies on ventilation must at the same time take into account the heating system of the car. Some systems of car ventilation, if they may be called systems, are little more than apertures in the car, and some so-called systems simply attempt to exhaust air from the car, without providing inlets. So far as our knowledge goes, the experience with these systems is that neither of them can be used for any length of time. One can stand a little cold air for a few minutes, but, as will be seen later, when we come to consider the amount of air required, it is a little short of an absurdity to attempt to ventilate a car without at the same time warming the air.

Just at this point a very interesting question comes in, namely: "Is there any means by which

RY. REVIEW.
SEPT. 24, 1904.



Fig. 1.

Builders' Association made a long report on car ventilation, accompanying that report with analyses of air from sleeping cars, together with the analyses of air from other cars of passenger equipment.

The first step in the study of any problem is naturally to know what the present state of affairs is. This, so far as car ventilation is concerned, may be briefly stated as follows: Assuming that ventilation means change of air, and that what is desired is to get sufficient fresh air into a car and to remove the foul air, the analyses above referred to indicate that the ordinary passenger coach and sleeping car get from one-tenth to one-sixth as much air per hour through them as is required for good ventilation. There is a fairly close agreement between the analyses from all the sources mentioned above, so that we may, perhaps, be entitled to conclude that a very much larger amount of air than is at present obtained, is requisite for good ventilation in passenger cars.

Perhaps we shall best make clear what follows by asking a series of questions bearing on this subject, and answering these questions to the best of our ability. But before doing this it may not be too much to say that few problems in engineering have, in our judgment, ever been undertaken which are so fraught with difficulties as the ventilation of passenger cars on railroads. A few words will make this point clear.

An ordinary passenger coach contains about 4000 cu. ft. of space. It is proposed to take into this space sixty persons; to keep them in this space continuously without allowing them a chance to get out, for from four to six hours at a time; to keep these persons warm enough for their comfort in winter; to supply them with the proper amount of fresh air throughout the year; and at the same time to exclude from them objectionable matter, such as smoke, cinders and dust.

The first question to be considered is: Is it necessary to ventilate cars both winter and summer? If would naturally be expected that the doors and windows would be sufficiently satisfactory sources of fresh air in the summer season, and that, therefore, it would only be necessary to study the sub-

ject of car ventilation for the winter. Unfortunately part of the problem, as already stated, is to exclude objectionable matter coming from without and on dusty roads, it is absolutely essential, even in warm weather, to keep the doors and windows closed on account of dust. Furthermore, smoke and cinders from the locomotive not infrequently are annoying even in the summer season, so that it seems fairly probable that a good system of ventilation should be operative both in winter and in summer, and in the studies above referred to in connection with the Pennsylvania Railroad, this phase of the case has been constantly in mind.

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we may know when a car is well ventilated or not, and if so, what is the means? Upon this point it is fair to say that there does not seem to be agreement among the experts, and it is possible that as time progresses and our knowledge increases, the rule which is given below may not be adhered to, but at the present time the following is accepted as the measure of good ventilation. A space, be it a car, a room, or a theatre, or whatever may be chosen, is said to be well ventilated when a person coming into this space from the outside fresh air detects none of the characteristics of a badly ventilated space. Unfortunately, we have no means of measuring odors, but there is one of the accompaniments of the odor which is characteristic of badly ventilated spaces that is easily measured. Three things are commonly given off from our bodies, namely, carbonic acid, water vapor and organic matter. Every time we breathe, we breathe out some carbonic acid, we breathe out some water vapor, as everyone knows who has been out on a cold morning, and we breathe out, or there is exhaled from our bodies, a certain substance which, for want of a better name, is simply called organic matter, and which is believed to be the source of the odor. Of these three substances, carbonic acid is easily measured, and it is customary to take the amount of carbonic acid in the air as the measure of good ventilation.

A very large number of analyses of air have been made to find the amount of carbonic acid that is characteristic of the air when one can just begin to detect an odor. In Parkes' "Practical Hygiene," there is given a summary of a number of such analyses. The average of these analyses indicates that when two parts, or 2 cu. ft. of carbonic acid that come from the bodies, or the bodies of animals, in 10,000 of air is found, one is just begun to detect an odor in a closed inhabited space. Therefore, 2 cu. ft. of carbonic acid given off by human beings or animals in a closed space, in 10,000 cu. ft. of air, is taken as the test or measure of good ventilation. It should be said for full location, perhaps, that the air in different parts of the world, and from many different places, has been analyzed a good many times for carbonic acid.

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Envelope

Foldout

X Insert A

From these it is found that there is a certain amount of carbonic acid in any air. The air in any room, even if the windows were wide open and the room vacant, would contain a small amount of carbonic acid. The averages of these analyses is about 4 cu. ft. in 10,000; that is, 10,000 cu. ft. of air contain normally 4 cu. ft. of carbonic acid. If we add to this the two that come from our bodies it results that a well-ventilated space contains an amount of carbonic acid not exceeding 6 cu. ft. in 10,000. The various analyses referred to in the early part of this article show carbonic acid varying from about 15 to 25 parts per 10,000 in the air of cars. We deduct the four parts which are characteristic of normal air, this leaves from 11 to 21 parts per 10,000 furnished by the passengers, and since good ventilation, as already stated, should only show an increase of carbonic acid of two parts in 10,000 over the normal, it is evident that the passenger and sleeping cars of the country are apparently getting approximately one-tenth to one-sixth the amount of air that is required for good ventilation.

The point which is being led up to, and which will be discussed in the next paragraph, is: How much air is actually required per car per hour in order to give satisfactory ventilation? Before taking up this question, however, there is another question that must be considered, and that is: How much carbonic acid do human beings give off per person per hour? A good many experiments have been made on this point by different investigators. It is found, if we are right, that men give off more than women, and children less than either, and that a man at vigorous work gives off more than a man at leisure. The studies show, as it is stated, at least in Parkes' "Practical Hygiene," that the average of a mixed community, men, women and children, as they occur, give off 6.10 of a cubic foot of carbonic acid per person per hour, part of it coming from the body and part from the skin. Since the people traveling on cars may be fairly regarded as representing a mixed community, that is to say, men, women and children, it will, perhaps, be safe for us in our calculations to use this figure, 6.10 of cubic foot of carbonic acid per person per hour.

This brings us to the discussion of the question just previously stated, namely: How much air per car per hour is needed to properly ventilate a car? It is apparent that each person in the car, 6.10 of a cubic foot of carbonic acid per hour, and there are 60 people in the car, there would be generated or given off in the car per hour, 36 cu. ft. of carbonic acid. The problem then becomes: How much air is it essential to mix with these 36 ft. of carbonic acid in order that the resulting mixture shall contain 2 cu. ft. of carbonic acid in 10,000 of the mixture in addition to the 4 cu. ft. which are characteristic of the normal air? This is a very simple problem, namely, if 10,000 cu. ft. contain 2, how many thousand cubic feet will be required to contain 36 cu. ft. on the same ratio? Making the calculation and we reach the astounding figure that in order to have a passenger car well ventilated, in accordance with the tests and data that have already been given, it actually requires that 180,000 cu. ft. of fresh air per hour should be taken through the car. We fancy most railroad operating officials, as well as the general public, who have not given the subject careful consideration, will be astonished at this figure, which means that the air in a car must be changed about 45 times an hour or once in about 80 seconds.

It is fair to say that in the best information which we can get hold of on ventilation, this is the figure adopted, namely, 180,000 cu. ft. of fresh air per person per hour are requisite for good ventilation of closed spaces. In other words, the best authorities that we can consult on the subject lead up to this figure. Two points, however, may be mentioned as possibly modifying the requirements. First, some studies were conducted a few years ago in Washington, the results of which were published by the Smithsonian Institution, the object of which, among other things, was to find out to what the drowsy feeling that we have all noticed when in ill-ventilated places is due. These studies did not reach any definite conclusion as we read them, but seem to point to the conclusion that 3000 cu. ft. of air per person per hour was a large figure. The authors of the paper were, however, very cautious, and while their studies did not succeed in isolating any poisons given off from the bodies of human beings that would produce drowsiness, and possibly more serious consequences, they finally say in so many words that their experiments do not entitle them to change the ordinarily stated figure.

For information it may be stated that so high a figure as 180,000 cu. ft. of air per car per hour has not been attempted in the experiments referred to above on the Pennsylvania Railroad. To get such an amount of air as this through a car per hour,

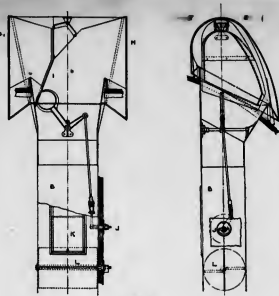


Fig. 2.

and to warm it in severe weather, is a more difficult problem than we have ever attempted to solve. The experiments on the Pennsylvania Railroad have been confined to an attempt to get 60,000 cu. ft. of air per car per hour, or 1000 cu. ft. of fresh air per person per hour through the car.

Before proceeding to describe the system of ventilation finally adopted, two points farther, which perhaps be reasonably touched upon. The first of these has a bearing on the attempts made so often by those who have apparently not sufficiently studied the problem, to get ventilation by putting on ventilators. In one of our experiments as many as 20 Globe ventilators were put in the roof of a car, proper appliances having been made use of, as was supposed, to admit sufficient air to the car. It was found as the result of these experiments that the ventilators on the front end of the car, especially when the wind was ahead, acted so vigorously in producing a vacuum in the car that actually the Globe ventilators on the rear portion of the car took in air instead of exhausting it, as it would naturally be supposed they would do. In other words, this experiment, we think, most conclusively proves that there must be a proper relation between the supply of air and the exhaustion of air. There must be fresh air supplied as well as the removal of all polluted air from the space that it is sought to ventilate.

One question further: How is it possible to measure the amount of air that goes into and out of a car per hour? We have already spoken about the enormous amount of air required, according to present ideas, for successful ventilation, and also that the attempt had been made in the experiments

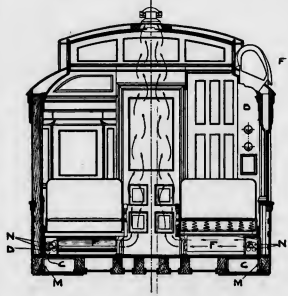


Fig. 3.

on the Pennsylvania Railroad to get 60,000 cu. ft. of fresh air through the car, but how do we know, or what means is there for telling whether we get 60,000 or 40,000 or 100,000 cu. ft. of air per car per hour through the car? This problem is not so simple as it looks. Obviously, with the leakages and the friction of the air in the ventilators, any attempt to measure the amount of air by taking the velocity of the current issuing from the globe ventilators would be fallacious. The air issues not only from the Globe ventilators which are put on for the purpose, but also from the ventilators over the lamps. Furthermore, any attempt to measure the velocity of the current from the intakes would probably result in failure, owing to the fact that around doors and windows there are constant leakages; so it is obvious that some means of measur-

ing the air other than by taking the size of the apertures and velocities through these apertures must be made use of.

The tests already mentioned give us a means of getting a certain amount of air through the car, it is getting at what we are seeking. It has already been stated that the average of a mixed community gives off 6.10 of a cubic foot of carbonic acid per person per hour. If now we have a definite number of people in the car, and can safely assume that on the average each man gives off a certain amount of carbonic acid is given off per person per hour, it is obvious that we can very readily ascertain how much carbonic acid per hour we have to deal with; and this being known, a very simple calculation, as already shown above, will give the amount of air required to dilute this to any very definite figure. If, for example, it is found that the amount of carbonic acid in a sample of air from a car shows 11 parts in 10,000, we have the data to calculate how much air passes through the car per hour, as follows: It has already been stated that the air normally contains four parts of carbonic acid in 10,000. If we diminish the 11 by this 4, it is obvious we have 7 parts of carbonic acid per 10,000 of air given off from the passengers. There being, say, 60 people in the car, we get an average of 0.60 of a cu. ft. of carbonic acid per hour, it is obvious that we have 36 cu. ft. (60x.60=36) of carbonic acid to deal with, and our problem really is, How many cubic feet of air are required in order to dilute 36 cu. ft. to the same ratio? Making the calculation we get, under the conditions supposed, a trifle over 51,400 cu. ft. It will be understood that in this calculation extreme accuracy to the amount of a few cubic feet is not aimed at, and also that the capacity of a car is so small, and the air in the car is changed so frequently, the amount of air in the car to start with has been ignored.

Let us now proceed to an examination of the ventilating system finally adopted as the result of all the experiments. The accompanying photo-engravings show the essential details; and Fig. 1 gives a general view of the system. The left hand portion of the figure shows a vertical section through the hood "A," down-take "B," air passage "C," floor aperture "D," and heater box "E." The right hand portion of the figure shows a vertical section through the longitudinal center line of the car, bringing to view the exits from the heater boxes "F," one under each seat. The arrows indicate the direction of the air currents. The appendage "G" shows the air in the passage "C," it being found that small, very light cinders collect in this passage. It was at first thought that if a small hole was left in this appendage the air currents in the air passage would carry the small cinders out; but experience shows that this is not the case, and it has been found essential to occasionally remove portions of the false bottom in order to clean the air passage.

It may be observed from an inspection of Fig. 1, the system in its outline is very simple. It consists in taking air from the outside in through two hoods at diagonally opposite corners of the car, thence through the down-takes underneath the hoods to the spaces, one on each side intermediate the car floor and the floor of the false bottom, the floor "D," and nearest intermediate the seats. These spaces, which are in section about 14 by 7 1/2 ins., extend the whole length of the car. From these spaces the air passes up through the floor by means of proper apertures, over the heating systems and thence out into the car, so that the air escapes from the car through ventilators situated on the center line of the upper deck.

The hood and down-take construction is shown in Fig. 2. It will be noted that a wire gauge "H" covers the two faces of the hood, the object being to exclude cinders of any appreciable size, especially such as might lead to incipient fires. The flap valve "I" is so manipulated that the air has a free passage into the down-take "B" from the hood, but is closed as moving. This valve is controlled by a mechanism operated by the trainmen inside the car, the pointer on the operating device "J" indicating the direction in which the valve should be open. The door "K" in the down-take permits of operating devices for the flap valve to be connected, and also allows a chance for inspection.

The down-takes have each an area of about 100 sq. ins. In the down-take just below the mechanism operating the flap valve is a butterfly valve "L," by means of which the hood can be pushed nearly close the down-take. The normal position of this valve is open, the trainmen being instructed to close it only (1), when going through tunnels, in order to exclude foul air, or (2), when standing

in stations with the locomotive detached, it is desired to keep heat in the car as long as possible. In most passenger cars the sills are connected together at short intervals by cross bracing. In order to form the air passage or conduit between the outside sill and the inside sill, as previously described, it is necessary to remove this cross bracing. In place of it, in order not to weaken the car structure, braces of iron are used in the form of open frames. These allow a free passage for the air, and, being fixed to the sills, they are believed to strengthen the car rather than weaken it.

Fig. 3 shows the cross section of a car. The right hand half of the figure is a section through the middle of a seat showing the air passage "A," the brace "M," the heater "B," the heating pipes "N," and a vertical section of the tube "E," which carries the heated air from the heater boxes to the aisle of the car. The left hand half of the figure is a section mid-way between two seats showing the air passage "C," the brace "M," the floor aperture "D," the heater box "E," the heating pipes "N," and an outside view of the tube "E." The apertures in the floor are made by cutting slots 2 1/2 ins. wide, 1/2 in. deep, and 1/2 in. apart. One of these slots between each two seats on both sides of the car. In the early stages of the experimental work, it was thought that it might be desirable to make the slot through the car floor continuous for a little greater distance than this, but it was unnecessary; moreover, the floor system is a part of the strength of the car, and after pretty careful consultation over the matter it was decided that it would hardly be wise to weaken the car in this way.

The heater boxes consist of a series of pipe radiators. The pipes extend nearly the whole length of the car and are enclosed in a continuous box 5 1/2 x 8 1/2 ins., inside dimensions. The heating substance is steam from the locomotive, and changes as the amount of heating surface hot water may be used. The steam is supplied to the radiators at the middle of the car, and the condensed water is returned to the middle of the car also, and from there allowed to flow through proper traps to the tank. The distance between the centers of the galvanized iron tubes, F, carrying the heated air from the heater boxes to the aisle, under two contiguous seats, is 35 1/2 ins. and midway of this distance the 12-in. slot through the floor sill is cut. It is thus seen that the cold air coming up through the floor into the heater boxes divides and passes in contact with the heater pipes each way to the tubes under which they carry it to the aisle. This amount of contact with the proper surface of the heating surface in the car, and with sufficient steam pressure is found to be abundant to properly warm the car, even in severe weather.

The control of the ventilating system—that is, the devices by which the amount of air taken into the car is increased or diminished—is in the ventilators situated along the center line of the upper deck. The ventilators thus far used are of the type known as the globe ventilator. There are seven of these of the 6-in. size, five for use over the lamps, and one at each end of the car. The end ventilators differ somewhat in construction from those used over the lamps. The end ventilator consists practically of a register valve and the necessary appliances by means of which this is connected with and connected to the car roof. The apertures in the register, when the valves are open, are a little more than equal to the area of the 6-in. ventilator tube. When the valves of these end ventilators are closed, no air passes through the small inlets in the appliances for operating the valves are so arranged that when the valve handle stands lengthwise of the car, the valves are wide open; when crosswise, the valves are closed. It is possible for the valve handle to have any desired intermediate position, with corresponding control over the amount of air passing through the ventilator. The ventilators over the lamps have the same essential parts, viz: register valve and arrangements for fastening to the car roof, and connecting with the globe ventilator. They have in addition a smoke bell as an essential part of the register, which smoke bell is prolonged upward, by a tube 3 ins. in diameter. The smoke bell and tube are never closed. The valve system surrounds the smoke bell, and is operated in the same way as that of the end ventilators. The smoke bell and its tube provide a constant opening of about one-fourth of the area of the ventilators over the lamps. As will appear later, however, the distribution of the air passing through the car, when all ventilators are closed, does not correspond to these figures, probably due to leakages in the valves, and to greater velocity of air through the smoke bell, when the valves are closed.

It will also not escape notice that thus far no reference has been made to the movable deck sash which is in so many cars, an important element in

the ventilation of the car. Upon this point it may be said that in the system of ventilation which we are describing the movable deck sash has no place. The deck sash are purposely made tight and immovable, with no detriment to the ventilation, and still a gratifying improvement in the behavior of the car lamps. A further marked advantage of fixed deck sash is the entire absence of cold air currents falling on the heads of the passengers, which is so unpleasant a feature of the movable deck sash.

(To be continued.)

Proceedings and Engineering Literature.

RAILWAYS OF THE FIFTH ANNUAL CONVENTION, AMERICAN RAILWAY ENGINEERING AND MAINTENANCE OF WAY ASSOCIATION.—This book contains the reports, discussions and stenographer's report of all the business transacted at the annual convention of the association held in Chicago, March 15-17, this year. It is Volume 5 of the proceedings of the association, and may be obtained from the secretary pro tem, Mr. L. H. Fritch, 1562 Monmouth Bldg., Chicago. The price of the book in pocket binding is \$2.00 per copy; in cloth binding, \$2.50 per copy; and in half morocco, \$3.00 per copy.

The proceedings of the association this year is a bulky volume containing 324 pages. As the Railway and Engineering Review contained a lengthy account of the papers and committee reports presented before the convention, with a report thereon, it is unnecessary to make it necessary to go into the details of the proceedings. It contains reports of the committees on buildings; green bridges and treatment of the locomotives on the same. This volume of the proceedings has been conveniently divided into two parts, the first containing the technical matters, while the second part takes up committee reports and discussions. The proceedings show that the association now has a membership of 453, representing 18,000 miles of railroad. The status of the volume may be taken as some measure of the work accomplished by the association during the past year, without saying that it contains a large amount of useful data for railway engineers.

THEORY OF THE LEAD ACCUMULATOR.—By Dr. Friedrick Dolezalek. Published by John Wiley & Sons, New York. Cloth, 5x7 1/2 ins., 240 pages; price \$2.50.

This work on the storage battery has been translated from the German by Dr. Carl L. von Ende, professor in chemistry in the State University of Iowa. For several years there has been a very extensive development of the storage-battery industry, and there are but few works obtainable which treat the subject comprehensively. The author in his preface refers to works which contain a discussion of the most important types of storage batteries, with a detailed account of the systems of electrical apparatus necessary for their successful operation. The feature of the present work is a treatment of the reactions in the lead accumulator from the standpoint of the new theories of physical chemistry.

The Society of Railway Club Secretaries has sent out a small pamphlet entitled "The Railway Club Papers and Subjects Discussed by Railway Clubs," from May 31, 1903, to May 31, 1904. Twelve railways are represented in this society. The secretary is Mr. Harry D. Vought, Central Railway Club, New York City.

An extensive water-softening installation for the Pittsburg & Lake Erie R. R., with a total treating capacity of 348,000 gal. per hour, made by the Pittsburg & Lake Erie R. R., Railway Exchange Bldg., Chicago, has been described in a pamphlet in detail in a pamphlet which may be obtained from the firm referred to.

Pamphlet No. 12 of the sectional catalogue of the Union Switch & Signal Co., Swiswapa, Pa., Union Switch & Signal Co. The design of the electric semaphore has been improved since the publication of the previous catalogue describing the same two years ago. The design is a new design of the slot arm mechanism and there are some improvements in the details of the post. The number of these signals which have been manufactured by this company now amounts to 5100.

The Budd Foundry & Mfg. Co., Chicago, some time since has issued a list of new designs of a line of ratchet and friction jacks. These tools are described in a bulletin showing repair parts, method of operation, cost and other data.

"Power" is the title of a pamphlet published by the South Bend Electric Co., South Bend, Ind., describing the latest power development in the St. Joseph Valley. The plants covered are owned and operated by the St. Joseph & Elkhart Power Co., South Bend, Ind.; Elkhart Electric Co., Elkhart, Ind., and the Buchanan Co., Buchanan, Mich.,

In addition to the company already named. The pamphlet illustrates and describes a number of concrete examples of factories using power from the plants named, followed by the commercial points of interest in the district in which the power is sold.

The Vulcan Iron Works Co., Toledo, O., has published a convenient map of the territory involved in the Rumanian Exposition at one of Manchuria, Korea, Japan and Eastern China, with the railway lines, steamship routes, etc.

The September number "Book of the Royal Blue," issued by the Passenger Department of the Baltimore & Ohio R. R., is entirely devoted to describing interesting features of its leading feature is an excellently prepared article on "The Way of the Rail in the World," by J. G. Pangborn, who has charge of the Baltimore & Ohio exhibit at the World's Fair, and which has been illustrated from photographs taken during the present month. The B. & O. exhibit, which is the most complete of its kind in existence, and the result of nearly fifteen years of research, presents all types of locomotives, various cars, railway equipment, photographs, etc., both European and American. From the beginning of railway transportation. Mr. Pangborn, who made a study of the progress of railways throughout the world under the general supervision of the Columbian Museum of Chicago, is the author of several books on railways, notable among which is the "World's Railways." Another article by Mr. Pangborn on the "Locomotive Tonnage at the World's Fair" comments on the great amount of idle motive power on exhibition in the Transportation Building. Single copies can be obtained for 5 cents each, on application to D. B. Martin, Manager Passenger Traffic, Baltimore, Md. The regular subscription price is 50 cents per annum.

The Abner Doble Co., San Francisco, recently issued a small catalogue entitled Bulletin No. 5, describing a new type of water wheel. It contains clear descriptions and illustrations of all the details of this type of water wheel, as well as a large number of tables containing data in connection with water-wheel work.

The Norton Grinding Co., Worcester, Mass., has issued a catalogue describing the construction and dimensions of a large number of different grinding machines for all sizes of work up to 12 ft. in length and 12 ins. in diameter. Anyone interested in this subject will find this catalogue entertaining. It can be obtained upon request.

The Universal Safety Tread Co., 45 Broadway, New York, recently issued an illustrated catalogue showing a number of different designs of safety tread for office buildings, schools, railway stations and other buildings where travel is heavy, as well as for ships, railway and street cars. They also include an account of a safety tread with rubber fling for hotels, private residences, etc. Copies can be obtained upon request.

Track Improvements and Maintenance Expenses.*

The growth and development of the railway system of the United States is one of the most important and striking features in the development of the country, but the administration of the track and roadway department is admittedly one of the weakest points in the system. It would seem evident that the track which carries the traffic should be carefully improved and strengthened to keep it in safe and economical condition to carry the traffic, but as a matter of fact comparatively little attention is given to improvement in each and every part of the track. In the locomotives and cars which handle the traffic there has been constant improvement in construction; and there has also been a continual increase in the weight of engines, cars and trains. The track construction remains practically the same, and it is not strengthened in accordance with the increased loads and increased traffic which it carries. The result is that the track is not infrequently find new rails put down on old ties and poorly ballasted track; or tie renewal is resorted to so that the rails are not in a supply of good ties to support them, and sometimes the track is rebalasted and surfaced directly after new rails have been put down on old ties. Such a course is not only wasteful, but increased cost is incurred.

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Cars and Locomotives.

—The 250 cars recently ordered by the Gulf & Ship Island of the American Car & Foundry Co. are to be built at the Binghamton (Memphis), Tenn., plant of the company. This newly acquired plant is now at work on 350 cars for the New Orleans & Northeastern, and contracts for considerable repair work have also been received.

—It is stated that the Pullman Company will build the new equipment for the eight new passenger trains which are to be put in service by the San Pedro, Los Angeles & Salt Lake about the first of the year. It is said that this equipment is to be as fine as any turned out by the Pullman Company.

—The following are reported in the market for rolling stock: Erie, 1000 coal cars; Toledo, St. Louis & Western, about 10 locomotives, and some passenger cars; Seaboard Air Line, two combination mail and baggage cars, and the Southern for 15 coaches.

—The Atlantic & North Carolina Rd. is, it is stated, figuring on ordering six locomotives, some passenger equipment, and 150 freight cars.

—The Symington journal box was specified on the 1500 cars which were recently ordered by the Wabash.

—The Peacock Iron Works, Selma, Ala., recently received the contract for a number of side dumping cars to be used at the U. S. navy yard at Brooklyn, N. Y.

—It is stated that the American Car & Foundry Co. has received the contract to build 100 steel passenger cars for the London Underground Railway.

—The American Locomotive Co. has brought out a new locomotive superheater, designed by F. J. Cole, mechanical engineer of the company, which is to be known as the "Schenectady" superheater. It has been applied to New York Central Atlantic type passenger engine 2915, now in regular service on the Mohawk division between Albany and Syracuse.

—The Barney & Smith Car Co. is building three coaches for the Mexican Central, and two sleeping cars for the Georgia Southern & Florida.

—The American Car & Foundry Co. is building 20 gondolas for the Burning Springs railway, 1000 steel gondolas for the Southern Railway, 25 box cars for the Hocking Valley; 200 refrigerator cars for Swift & Co., and 28 passenger cars and two combination passenger and baggage cars for the Chicago & Western Indiana.

The Pullman Company is building 18 smoking compartment and observation cars for use on the Overland Limited between Chicago and San Francisco, and New Orleans and San Francisco, on the Union Pacific and Southern Pacific railroads.

Iron and Steel.

—The management of the Leighton-Howard plant, formerly the Shickle-Howard Iron & Steel Co., East St. Louis, Ill., has announced that the plant will be re-opened Oct. 1. It has been idle for the past year.

—The Fort Wayne Iron & Steel Co., Fort Wayne, Ind., is building an addition which will increase its capacity about 15 tons per day. The

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BIG SHOPS OPEN AGAIN

Pullman and Three International Harvester Plants Resume Work.

THEY IGNORE THE UNIONS

Thousands of Men Taken Back—Chicago Labor Body May Start Fight on Henry G. Davis.

Four of Chicago's big manufacturing plants which have been closed resumed operations to-day. The Pullman company began re-hiring men laid off in car shops and the International Harvester company reopened its three Chicago district factories, the Deering, McCormick and Plano branches, which have been closed since

Sept. 16. Word that they would again be given work reached the men who were made idle by the shutdowns, accompanied by the intelligence that in the reopening of the plants trades unions were to be ignored.

The International Harvester company refused to renew its agreement with its union employees and under the conditions of resuming work the plants will be operated on a basis of fifty-seven and one-half hours a week instead of fifty-four.

Men Flock to Factories.
At the various harvester plants—the Deering at Fullerton and Clybourn avenues, the McCormick at Blue Island and Western avenues, and the Plano in West Pullman—hundreds of men for work, collected about the timekeepers' gates and asked to be taken back. At the Deering gates as at those of the other branches police were posted to keep the crowds in order. There the gates were besieged from 6 o'clock till 8:30, news of the intended reopening of the plants having spread rapidly.

Men clamored to be taken back again. When the superintendent ordered work, the task of picking from the idle throngs those they wished to employ hundreds were left without work. Of these many lingered about the gates all forenoon while others went away with the promise of the superintendents that they would be sent for as soon as there is a demand for more men.

Number of Men Taken Back.
When the rush for work was over the three branches of the Harvester concern were left with a full complement of workers as follows:

McCormick	4,000
Deering	2,000
Plano	2,000

"The plants have been closed for repairs," said C. S. Brown, manager of the International Harvester company. "There is no intention on the part of the company to fight an open shop. It is true that the company does not propose to make a new agreement with the labor representatives, but this is an entirely different matter from the fact that such an agreement is not necessary. Our employees are perfectly satisfied with their conditions."

Does Not Alter Salaries.

The change in hours put in effect with the reopening of harvester machine factories does not alter the salaries of employees except those engaged in doing piece work or work by the hour. These, it is promised, will have the opportunity to increase their wages. The unions represented in the factories had planned to demand a nine-hour week, but the new contract the shifts will be ten hours five days and one-half hours Saturdays.

12, 000 REPAIR MEN TO GO TO WORK TO-DAY.

Three Plants of the International Harvester Co. and the Pullman Car Shops to Resume Operations To-Day.

Twelve thousand men will resume work this week with the reopening of three immense plants of the International Harvester works and several divisions of the Pullman Company at Pullman, Ill.

The harvester company will open three plants this morning and over 5,000 men will be given their old positions. Two to three days ago when the company ceased operations for the purpose of repair work. Nearly 3,000 employees of the Pullman Company were notified yesterday that the work would resume this morning. The harvester plants have been shut down since September 16 and the men were overjoyed to learn of the resumption of business. It was announced that the men would be taken back and given their old positions without discrimination, but that the old agreement respecting hours of employment would not be considered.

Company Shows Agreement.

The agreement which has been in force between the unions and the officials of the company is said to have expired September 15, and provided that the workers should be paid for a ten-hour day for nine hours' work. This agreement the company will not consider in the future and has announced that the employees shall for the present at least work 57½ hours per week and be paid accordingly. It is thought that was the company's desire to abrogate the agreement with the men.

It was declared that within a short time men who are out will be given their former positions. Employees of the Pullman Company were notified yesterday by the company's messengers that a part of the "big shop," as it is termed, and a portion of the Culmet shop, employing 3,000 hands, would resume work this morning. The notice when circulated among the car workers, who have been unemployed for four weeks, was received with great satisfaction and joy.

New Hiring System.

It was announced that a new system of hiring the hands would be employed and that regular employment agencies would be used for the purpose. The agency will be situated in the Pullman Building for the present, and all employees are expected to present themselves at the office and be rehired before taking up their old positions this morning.

It has been customary heretofore for the managers of the harvester departments to engage the men, and the new move is therefore something of a departure. The reason assigned for the change is that discrimination has previously been made by foremen given the an opportunity to engage hands.

NEW YORK COMMERCIAL Sept. 26, 1904

SAFETY OF PASSENGERS DEMANDS HEAVIER CARS

GOVERNMENTAL ACTION WOULD SAVE MANY LIVES.

Antiquated Construction of Many Passenger Coaches Is Too Weak to Withstand Wrecks—in Few Disasters Are Those Who Travel in Sleepers Injured.

Charles W. Bekin, formerly a director of the Pullman company, believes government action eventually will be found necessary to compel railroad companies to use a stronger and higher grade of car for passenger traffic. Mr. Bekin has had a long and varied experience in railroad work and has held executive positions on several of the largest eastern systems. "It is a significant fact," Mr. Bekin says, "that in the modern railroad wreck nearly all of the fatalities are confined to those who ride in other than Pullman coaches. A Pullman car will stand being tossed around considerably without going to pieces, and even in head-on collisions they have been known to withstand the shock, while cars between them have been telescoped.

"Traveling in the ordinary passenger car certainly is not conducive to long life, judging from the number of fatal accidents which have occurred since the first of the year. Almost invariably those who occupied Pullmans escaped injury, while the others have been shattered, and their occupants killed or injured. A coach known as a Pullman embodies all of the latest ideas in strength of construction and safety devices, while the ordinary car is thrown together without particular attention being paid to either of these important features. It probably would surprise most of those who fear their lives to the ordinary coach in a sudden travel to know of the heavy antiquity of the majority of them. These comparatively cheap cars deteriorate rapidly and it is not many years before they are absolutely unsafe."

Mr. Bekin declares it is a matter for the Federal government to investigate and thinks a commission to inspect rolling stock of the railroads would result in lasting benefit to the general public.

M. J. Deusch, secretary of the Pullman Industrial Trades council, expressed dissatisfaction over the outcome of affairs at the harvester factories and prepared to call a mass-meeting of the International company's employees to-morrow night.

Return to Ten Hour Day.

The harvester company will return to the ten hour day, its plants to run fifty-seven and one-half hours a week. Its superintendent declined to meet a labor committee which sought a renewal of the old agreement, which established the nine hour day. By the close of the week the officials of the concern expect a large portion of the 9,000 men who were working before the shutdown to be back.

The McCormick, Deering, and Plano factories of the harvester company all closed on Sept. 10, five days before the expiration of the agreement. A week before the labor committee had asked Supt. E. A. S. Clarke for a conference for the purpose of arranging a renewal of the agreement. Mr. Clarke refused the matter before the dis-

The superintendent's reply came on Saturday to Secretary M. J. Deutch of the Building Trades council. The directors, he said, had considered the matter, and did not think it "necessary to meet the representatives of the trades." At the same time notices were posted on the walls of the shops announcing the resumption of work, and some of the men also were informed by postal cards.

A meeting of the representatives of the unions will be held in a few days to map out a plan of campaign against the company. Deutch said he could not say what this plan would be. Comparatively few of the employees of the harvester company are allied with trade unions.

Pullman Men Refuse Reduction.

The announcement of the Pullman company is the logical outcome of the course of action prepared nearly a year ago. Appreciating then the force of the coming trade depression, the officials of the concern submitted an unusual proposition to the 7,000 workers.

"We have an opportunity to bid on a contract," the company declared. "We can get it if we can put in a sufficiently low figure. But to make this low bid we will have to pay less wages. There is no other business of any consequence in sight."

"If you, the workers, will accept a reduction in wages proportionate to the reduced bid necessary to secure the contract you will all have work next winter. The job will be big enough to keep the plant running. If you reject the cut the shops will have to close."

The offer was made to the men at the close of a phenomenally good year and they voted down the proposition.

Six weeks ago the company began to lay off men. This was continued until Sept. 15, when all except a handful employed in one repair department were told to go. They were instructed to take their tools with them, as the company could not say when their services would be needed again.

Cut in Wages General.

The cut in wages to go into effect today will be general, extending to employees in the office force. The wage scale at the shops has ranged in the past from \$1.75 to \$7 a day.

Under the new system introduced with the resumption of work, an employment bureau will be maintained in the Pullman building, Chicago. All persons wishing for employment by the company will have to make application in writing at this office. They will have to give their history and tell where they have been employed, what they have done, and why they quit.

Most of the men who return today will be put at repair work in the Calumet shops. It is intimated that new construction will be commenced soon, and one department opened after another until the great shops again are fairly active.

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Eve News Sept. 26 '04

TO FIGHT THE UNIONS AT PULLMAN

Labor Organizations, However, Plan to Resist War by Trusts.

The most startling development of the Pullman Car Company-International Harvester Company lock-out of 18,000 union workers is the erection of an eight foot stockade around the entire works at Pullman.

The high iron fence, topped with needle-pointed spikes and set in solid stone foundations, faced employees of the company to-day when they returned to work after a fortnight of idleness and met with the order either to accept a cut in wages of from 10 to 20 per cent or stay away.

The fence, added to the open notice of the company that union men would be barred and that the company would never again recognize or treat with unions, caused a sensation among the 7,000 workers.

Two huge iron doors, each guarded by two armed men, furnished the only approach to the great plant, the managers of which have served notice that they will hereafter defy unions.

Union labor in Chicago, aroused by the exposure of a gigantic conspiracy of the trusts, announced to-day that organized labor would fight the lockout of 18,000 union men in the Deering, Plano and McCormick plants of the Harvester trust and in the Pullman car works.

The two trusts, actuated by common motives, have defied the unions, and announced publicly that hereafter organized labor will be ignored in their immense plants.

The Pullman Company refusing to treat with its men, to-day announced an arbitrary reduction of wages ranging from 10 to 20 per cent, and began the campaign to shut out union labor. The harvester trust restored the ten-hour day and announced that hereafter it would not recognize or treat with union labor.

Unions Are to Act.

The union men called back to work to-day went and will remain at work under the new conditions until the allied unions in the harvester trust plants and in the Pullman plant act in the matter.

Many Return to Work.

About 9,500 men, out of the regular 12,000, returned to work at the Plano, Mo.

Continued on 3d page, 3d column.

TRUSTS S WAR Pullman Compar Combine Throw

Continued From

Cumlek and Deering works. Only 650 to 700 of the 7,000 employees of the Pullman Company were taken back to-day. At Pullman the men taken back were carefully "sorted" and known union leaders were told "not yet."

M. J. Deutsch, secretary of the Building Trades Council, to-day announced that either to-night or to-morrow night the allied trades in the harvester trust plants would meet and decide upon what action was necessary. The machinists whom the harvester trust have tried to please by keeping them at work throughout the recent shutdown, announce that they will join the meeting and abide by the action of the other unions, led by the metal polishers.

Declared Plot of Trusts.

The action of Pullman and the harvester trust is declared by the union leaders to be part of a gigantic scheme of the trusts all over the United States to crush and ignore the unions.

The unions, it is declared, have been tricked and lured into a sense of false security by the trusts, which, a year ago granted them concessions and then labored through the entire year to weaken the organizations, to win men away from their unions, to load the shops with nonunion men and to cause union men to fail to pay their dues.

Then, believing that the unions had been weakened, the trusts arbitrarily broke off all relations and to-day announced that labor "agitators" must go, that no agreements with labor will be made and then discriminated against labor unions in employing help.

Part of Great Conspiracy.

The shutdown on September 14 at the Pullman, Plano, McCormick and Deering works is declared to have been part of the gigantic conspiracy.

At the harvester trust plants the men were told that they must work longer hours.

At Pullman the company announced that the men could come to work if they would accept a cut of from 10 to 20 per cent.

125,000 Persons Affected.

The action of the trusts affects 125,000 persons in Chicago and Pullman and directly defies the cardinal principles of unionism—inviting trouble.

The news of the cut in wages at Pullman and the restoration of the ten-hour day at Plano, Mo. and McCormick, has shocked the labor unions of the country to-day. Lead

SIX EDICTS IN WAR ON UNIONS.

Here are some of the edicts issued by the Harvester Trust and the Pullman Company on reopening of their plants:

1. Labor "agitators" will not be employed.
2. No agreement will be made with labor unions.
3. Harvester trust employees must return to the ten-hour day.

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Continued From First Page.

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ers everywhere denounced the action and traced it to the same sources from which came the attempts to destroy the miners' unions in Colorado, to break the miners' scale at Zeigler, Ill., and destroy the unions in the stock yards of America.

They declare that every attack upon the unions can be traced to one source and that the lockouts at Pullman and the harvester trust plants are but part of the general scheme.

It is declared that the trusts have determined to break the unions one by one, and have chosen Pullman and the Harvester Trust plants as good points of attack.

General Manager C. R. Funk, of the International Harvester Company, the spokesman for the trust in all its affairs, said to-day:

"Practically the same number of men returned to work at our plants to-day as was employed when we shut down. The figures show this: 350 went to work at Deering, 4,000 at McCormick and 2,000 at Plano.

"There is no reduction in wages, but the men will have to work longer. Before the shutdown they worked fifty-four hours a week; now they will work fifty-seven and one-half hours.

"We have no fight on union labor. The union men are the same as any others to us. We are not making any attempt to keep out union men or to prevent their organization.

"But hereafter we will not enter into any agreement with any union or make any contracts with them.

"Hereafter we will hold no conferences with the unions."

C. B. Meyers, business agent of the Metal Polishers, said:

"This is a lockout for union labor. We are taken back to work in the harvester trust plants, but we are locked out as union men.

"Whenever a union man is asked to work for less than the union scale he is locked out."

Said the eminent writer John G. Reax: "Bless me, this is pleasant—riding on a rail. He referred to the excellent trains of the Erie Railroad, where comfort and speed are combined. And then the scenery is certainly charming. Have you seen it in the Autumn months, when the leaves are flaming red and yellow and golden brown? If you go East, bear it in mind. Three trains daily from New York, 11.26 a. m., 6.30 p. m. and 9.20 p. m."

TRUSTS BURN UNIONS

by and Harvester

Down Gauntlet.

First Page.

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BARRICADED ENTRANCE TO PULLMAN CAR WORKS; CROWDS BEFORE DEERING PLANT.

From photographs taken by Nathan Meisler, Chicago American staff photographer.



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New York PRESS

September 27, 1904

MURDEROUS RAILROAD CARS

Two recent railway wrecks speak volumes against the greed of corporations. However general managers may explain the "providential" features of the disasters, the guilt of the companies that run flimsy coaches is not removed.

When the utmost perfection in the art of preventing railroad wrecks is reached the human element will not be eliminated. Probably even when there are two men in the engine cab, one to seize the lever when the other lets his nerveless hand drop away from it or when he fails to see the block signal set against him, there will still be accidents. Train dispatchers will get orders mixed, rails will spread, embankments will fall on the track suddenly, bridges will give away, a load will slip from a passing freight train into the track of the passenger express. Many things will happen which cannot always be provided for. It may never be possible to prevent all wrecks.

But it is possible to prevent wholesale slaughter when a wreck DOES occur. The two accidents in Tennessee and New York prove that. In the wreck on the Southern railroad the heavily built Pullman coaches did not leave the track. No one in them was even badly hurt. The Pullmans, however, drove the day coaches against the locomotive and into the bank, folded them up like pasteboard boxes, and crushed the lives out of most of the occupants. ALL the sixty-six victims of the Tennessee wreck were killed in day coaches.

On the other hand, what happened in the New York wreck? A fast express ran off the track, and as it left the rails a fast freight train on an adjoining track ripped into the passenger cars. If they had been day coaches, as on the Southern railway, probably nobody would have escaped alive. It happened that they were all sleeping cars, heavily built, to withstand serious damage in wrecks. Only ONE person in them was killed.

Railroads run day coaches built of light materials for two reasons. One is that it costs less to build them, and the other is that extra fares can be charged for riding in the more comfortable (sometimes) and safer (always) sleeping or chair cars. Many, if not nearly all, the passengers slaughtered in rotten coaches are victims not of unavoidable accidents, but of the greed that puts dividends above human life.

CAR SHOPS GIVE WORK

Pullman Plant Will Resume Monday Morning, Employing About 2,000 Men.

OTHERS TAKEN ON IN TURN

Of 9,000 Men in Harvester Establishments 7,000 Secure Old Places.

Following the resumption of work in a number of its repair shops yesterday, announcement was made by the Pullman Company that it would reopen its manufacturing plant at Pullman Monday morning and give employment to about 2,000 men who have been idle for several weeks on account of a slack season.

The full force of the plant is 6,000 men and the number of employes will be increased as rapidly as the volume of business warrants. Many of the men, however, will receive smaller pay than they did before the plant closed, as the company intends to force a readjustment in pay for piece work.

At the Calumet repair shops of the company a few men were re-employed yesterday. Orders were issued by the company for the resumption of work at the repair shops at Ludlow, Ky., Denver, Buffalo and Wilmington, Del.

7,800 MEN RESUME WORK, BUT A BIG STRIKE IS FEARED

Three Chicago Plants of International Harvester Company and Pullman Car Shops Begin Operations.

UNIONS ARE IGNORED AND "OPEN SHOP" IS ENFORCED

Men Given Positions at Passenger Coach Works Required to Sign Agreements Not to Strike—Length of Working Day Increased at Other Places—Labor Leaders Angry.

Normal number of men employed by the International Harvester company at three Chicago plants 18,500
Taken back yesterday 6,900
Number still idle 11,700
Workmen return as individuals and not as union men.

Officials will not renew the agreement of last year.
Men worked nine hours a day last year. They go back agreeing to work ten hours a day five days a week, with a half holiday on Saturdays.

Normal number employed at the Pullman car shops 7,000
Number taken back yesterday 4,000
Men return to work on a nonunion basis and sign agreements not to strike.

High iron fence is built around the plant.

The men come back as individuals and not as union men. The agreement of last year is not to be renewed. We will not reduce the earnings of the men. Our purpose is to have the work so arranged that each man will take home the same amount of money each week that he did last year.

E. A. S. CLARK,
Manager of Manufacturing, International Harvester Company.

If the officials of the company insist on the open shop and our rules call for something else and other conditions, the situation will be dangerous by near the strike point.

M. J. DEUTSCH,
Secretary Building Material Trades Council.

The three Chicago plants of the International Harvester company and the Pullman car shops resumed operations yesterday on a nonunion or open shop basis.

Of the 18,500 men normally employed at the McCormick, Dearing, and Pisco plants of the International company, 6,900 were taken back yesterday and others will be employed as fast as work can be found for them. The men taken back yesterday agreed to work ten hours a day without an increase in wages. Last year they worked nine hours a day.

At Pullman 1,000 of the 7,000 men usually employed went to work, signing an agreement not to strike. They are to have a decrease in wages varying from 10 to 20 per cent. Oct. 1 all employes are to be hired new.

Prophecy Serious Trouble.
The men are increased near the action of

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the officials of the company, and Secretary Nockels of the Federation of Labor is authority for the statement that serious trouble may result if the International company persists in its open shop policy and refuses to make an agreement.

A meeting of the Building Material Trades council will be held this afternoon at 2 o'clock to consider what shall be done.

On the other hand, E. A. S. Clark, general manager of manufacturing for the company, says the earnings of the men will not be reduced. The plants will be operated without any agreement with the union, and all men who went to work yesterday returned as individuals, and not as members of any union.

Work was also resumed at the Pullman car shops, where operations have been suspended for several weeks. One thousand men were taken back, being distributed in the various departments.

An iron fence eight feet high has been constructed about the works with pointed iron pickets an inch thick. The workmen who were interviewed in Pullman last night said that all men who were taken back during the day returned on a nonunion basis and had to sign an agreement not to strike.

Men Willing to Return.

They said also that Oct. 1 all the employees of the company will be hired anew on the open shop plan. The normal number of men employed at the plant is 7,000. They have been out of work for six weeks and the sentiment among them is favorable to a return to work under any conditions, as they must be earning money for the support of their families.

Vice President Wickes says the cause of the shut-down was a shortage of orders. When the works closed he made the statement that work would be resumed as soon as new business was secured. Orders have been coming in and the other employees will be taken back as fast as their services are needed.

A wage reduction amounting to 10 to 20 per cent is expected by the men. The first shop to open in the morning was the repair department known as the "Calumet shop." The men were hired through the employment agency of the company in the Pullman building.

The men at Pullman were jubilant over the prospect that the shops would be in full operation again before the end of the week.

Pullman and International Harvester Co.'s Throw Down Gauntlet in War on Labor.

Union labor in Chicago, aroused by the exposure of a gigantic conspiracy of the trusts, announced to-day that organized labor would fight the lockout of 18,000 union men in the Deering, Plano and McCormick plants of the Harvester Trust and in the Pullman car works.

The two trusts, actuated by common motives, have defied the unions, and announced publicly that hereafter organized labor will be ignored in their immense plants. The Pullman Company, refusing to treat with its men, to-day announced an arbitrary reduction of wages ranging from 10 to 20 per cent, and began the campaign to shut out union labor. The Harvester trust restored the ten-hour day and announced that hereafter it would not recognize or treat with union labor.

The union men called back to work to-day went and will remain at work under the new conditions until the allied unions in the harvester trust plants and in the Pullman plant act in the matter.

M. J. Deutsch, secretary of the Building Trades Council, to-day announced that either to-night or to-morrow night the allied trades in

the harvester trust plants would meet and decide upon what action was necessary. The machinists whom the harvester trust have tried to placate by keeping them at work throughout the recent shutdown, announce that they will join the meeting and abide by the action of the other unions, led by the metal polishers.

The action of Pullman and the Harvester trust is declared by the union leaders to be part of a gigantic scheme of the trusts all over the United States to crush and ignore the unions.

Other Repair Shops Opening.

Following the reopening yesterday of the repair department of the Pullman car shops Vice-President Thomas H. Wickes of the company announced that the repair shops in Denver, Wilmington, Del., Ludlow, Ky., and Buffalo, N. Y., would be in operation by to-night. Before the end of the week he estimated 2,000 men would be put to work in various departments.

Vice-President Wickes is quoted as saying that only about 100 men returned to work yesterday in the repair shops and denying that there is to be any wage reduction for day work. "The piece-work prices, however," he said, "will be adjusted. We are paying higher wages than any of our competitors and our plans are to bring them down to the prevailing rate. This applies only to piece work."

Pullman Men Barred at Yards.

It became known to-day that a plan of campaign mapped out by organized employees was put into operation during the stockyards strike and a secret understanding existed between the Pullman company and the packing concerns by which the packers refrained from hiring any of the men laid off at the car shops.

The object of this pact, it is said, was to prevent the idle men in the "model" town from leaving by hundreds to get work in the slaughter houses as strike-breakers.

"Had the Pullmanites been arrested of work elsewhere," said the narrator of this incident, "a man prominent in employers' organizations, 'the town would doubtless have been abandoned and when the company got ready to reopen its plant there would have been no one to do the work. Besides, the men are held by ties of family in the manufacturing town of Pullman and rent—and the company does not want them to get away."

SIX EDICTS IN WAR ON UNIONS.

Here are some of the edicts issued by the Harvester Trust and the Pullman Company on reopening of their plants:

1. Labor "agitators" will not be employed.
2. No agreement will be made with labor unions.
3. Harvester trust employees must return to the ten-hour day.
4. Pullman employees must accept a 10 to 20 per cent cut in wages.
5. We do not think it necessary to meet representatives of the trades.
6. Nonunion men can secure employment at Pullman by applying in writing at the Pullman Building.

CHRONICLE. SEPT. 27, 1904.

THOUSANDS RETURN TO WORK.

International Harvester Works and Pullman Shops Reopen.

Plants of the International Harvester Company resumed operations yesterday on the ten-hour basis and the employees who were thrown out of work on account of the temporary shutdown returned to work. About 5,000 men, as nearly as can be estimated, were reemployed during the day at the Deering, McCormick and Plano divisions. Others will be employed as rapidly as possible.

The change from the nine-hour day to the ten-hour day had no effect upon the employees, and the men returned to work in spite of union protests. The union leaders have called a meeting of trade organization leaders for today to discuss the situation, but there is no likelihood of any trouble being created.

Several hundred men returned to work in the repair department at the Pullman car works yesterday, and it was announced that the manufacturing departments, which have been closed down for several weeks, will resume operations next Monday. It is the intention of the company to eliminate piece work, and reductions in wages are said to be pending on this line of work.

Men in the repair department are returning to work in the Pullman, Buffalo, Denver and Wilmington shops of the company. Regarding the statements that have been made relating to possible trouble with labor union officials of the Pullman company said yesterday that they have no agreements with trade unions and that their employees do not work for the company as union men, and therefore there is no possibility of friction.

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WILL FIGHT FOR 8-HOUR DAY.

UNION LABOR SEES MENACE TO ITS RIGHTS **CHARGE THAT COMPANIES ARE UNFAIR TO MEMBERS**

Employees of International Harvester Co.:

	At work yesterday.	Busy seasons.
Deering Division	3,000	8,000
McCormick Division.....	3,000	8,000
Plano Division	800	2,500
Totals.....	6,800	18,500

Employees of Pullman Co.:

	Now working.	Busy seasons.
Pullman Shops	300	6,000
Calumet Repair Shops....	100	1,100
In other cities	200	2,500
Totals.....	600	9,600



**MEETING TO-DAY
WILL DECIDE**

BIG STRIKE IMPENDING IN CHICAGO

International Harvester and Pullman Companies Are Affected.

WORKMEN TO DECIDE THE QUESTION TO-DAY

Length of Working Day Extended Without Any Increase in Wages.

CONCERTED FIGHT ON UNIONS CHARGED

Vice President Wickes Says Business Conditions Have Compelled the Change.

WILL NOT TREAT WITH ORGANIZED LABOR

General Manager Clarke Tells Why the Changes Have Been Made.

According to leading labor officials, the attack on the shorter day made by the International Harvester Company and the Pullman Company yesterday will precipitate a gigantic strike for the night.

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STRIKE.

Discrimination on the Part of
the Companies Alleged by
Members of Union.

INCREASE OF HOURS WITHOUT MORE PAY

Continued From First Page.

the same money received before. We will not discriminate against union men."

"Will you meet committees of the unions to discuss grievances?"

"We are willing to receive any one who calls upon us. We will treat them courteously, but will not say now whether we will make any changes in our rates."

According to Secretary Deutch there were a number of discrimination charges made yesterday by the licensed employees. "I have had at least twenty complaints to-day," he said. Men who had worked for the company for years but who had been active in unions had been turned away from the plant. A complete investigation will be made and then definite action will be taken.

Machinists Are Active.

The Machinists' District Lodge discussed the action of the company last night. A committee was appointed to look after the union machinists employed by the harvester company. A number of these have been working during the time the plants were closed down in making repairs.

"The machinists will not strike to restore the nine-hour day," said President August J. A. Regarder. "Our next strike against the company will be for an eight-hour day. The harvester company has always complained that it could not give us any better conditions than competition. It has no competition. It is a trust. Such radical action as that taken by the trust will cause the employees to move thoroughly organized and then retaliate when it is least expected."

Notice Posted by Company.

The notice posted by the company announcing the change in hours and intimating that wages would be adjusted is as follows:

NOTICE.

This work will resume operations on Monday, September 28, 1904. The average working hours for the coming manufacturing season will be fifty-seven and five-eighths hours per week, arranged as follows:

September 15 to June 15, 7 a. m. to 12 noon, 12:30 p. m. to 5:30 p. m., except Saturdays, when work will stop at 4 p. m.

June 15 to September 15, 7 a. m. to 12 noon, 12:30 p. m. to 5:30 p. m., except Saturdays, when work will stop at 12 noon.

It is the purpose of the company that employees shall earn, generally, the weekly wages prevailing during the past manufacturing season.

INTERNATIONAL HARVESTER CO.
Other Employers: Wm. Fellows.

About 26 per cent of the employees of the three plants of the Harvester Company are employed on trade unions.



an open shop. We believe in conducting our own business.

Reports of wholesale reductions in wages are also not according to facts. Most of the departments of the company are run on the piecework system. There has been no change in the hours of employment nor will there be a reduction in the wages of employees working by the day of work. We granted the nine-hour day with ten hours wages in April, 1904. The hours and wages for time hands will remain the same.

The piecework prices, however, will be adjusted. We were paying higher prices than any of our competitors and our plans are to bring them down to the prevailing rate. This applies only to piecework.

Will Put More Men to Work.

About 100 employees returned to work yesterday. These are employed in the repair shops. "Next Monday we will put about 2,000 employees to work in the manufacturing department. By December we expect to be very busy in our repair shops, in which about 4,000 workers are employed. These shops are at Pullman, Calumet, Ludlow, Ky., Wilmington, Del., St. Louis and Buffalo. Orders have been issued for all to resume operations to-day. As fast as business warrants it new men will be placed at work.

After the World's Fair and the excursion season ends thousands of cars will be run into the repair shops for overhauling. In busy times we employ about 6,000 men at Pullman and 1,100 in the smallest repair shops. About 300 are now at work in the Pullman freight shop.

We never had an agreement with any trade union. That question has no bearing whatever upon the closing down two weeks ago and the resumption of work now. When the various plants were shut down it was caused by a lack of work. It was not a strike. The conditions entirely govern the change to be made by the company.

BY E. A. S. CLARKE,

General Manager of Manufacturing, International Harvester Company.

In making changes in our plants we did not desire to reduce wages. We wanted every man to get home every home each employee to take as much time as any day as during the last manufacturing season. We therefore changed the working hours from 54 per week to 57 1/2 hours during this season. We have 20 months of record to 57 1/2 hours during this season and 26 in the first six months

trades affected by the action of the two companies will meet at 2 o'clock to-day to decide upon a plan of action to prevent the radical change proposed.

Charges that the International Harvester Company and the Pullman Company had opened war on trades unions by lengthening the workday and reducing wages were made yesterday by leading officials of trades unions whose members are employed by the two concerns.

Officials of the International Harvester Company, known as the trust, and for whose promotion J. Pierpont Morgan received \$7,000,000, admitted that the employees would have to work a greater number of hours for the same money, but Vice President Thomas H. Wickes of the Pullman Company said that while the wages of pieceworkers would be readjusted, there would be no increase in hours.

Representatives of all the trades employed in the harvester company's plants will meet at 2 o'clock this afternoon at 22 La Salle street to decide what action shall be taken to avert the reduction in wages and the wiping out of the nine-hour day.

Men Put to Work.

According to officials of the Harvester Company 6,800 of the 18,500 employees were put to work yesterday. Only 100 resumed work for the Pullman Company.

The reopening of the plants under the conditions announced—less wages and more hours—caused the sensation of the year in labor circles. Mr. J. Deutch, secretary of the Building Material Trade Council, Harvester Company for the nine-hour day, immediately called a number of leaders into conference, and they decided to call a meeting for to-day to consider the situation.

"It is an attack upon trade unionism through the shorter workday," said Secretary Deutch.

General Manager C. S. Funk of the International Harvester Company refused to be interviewed on the charges made by the labor men and referred all inquiries to E. A. S. Clarke, general manager of manufacturing.

No Dealings With Unions.

"We see no need of dealing with the trade unions," said Mr. Clarke. "We have simply opened our plants and expect the employees to come back as individuals, but they must work more hours per week for

STRIKE.

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the Companies Alleged by
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INCREASE OF HOURS
WITHOUT MORE PAY

Continued From First Page.

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"We are willing to receive any one who tells upon us. We will treat them courteously, but will not say now whether we will make any changes hereafter." According to Secretary Deutch there were a number of discrimination charges made yesterday by the striking employees. "I have had at least twenty complaints to-day," he said. "I have had workers for the company for years but who had never active in making a strike, and they were away from the plant. A complete investigation will be made and then definite action will be taken."

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Notice Posted by Company.

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NOTICE.

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If in the course of the company that employees shall earn, generally, the weekly wages prevailing during the past manufacturing season.

INTERNATIONAL HARVESTER CO.
Office Employees' Welfare Allowance.
About 20 per cent of the employees of the three plants of the Harvester Company are members of trade unions that have had the



TYPICAL STRIKE SCENES.

The picture of the top shows policemen and some of the strikers during the Deering strike. The picture in the middle shows a portion of the iron fence which is being constructed around the Pullman works. The bottom picture shows an applicant for a position turned away with his tools.

the past through the foremen of our various departments.
Companies Have Understanding.
According to labor officials the International Harvester Company and the Pullman Company undoubtedly have an understanding.
During the past six weeks two com-

an open shop. We believe in conducting our own business.

Reports of wholesale reductions in wages are also not according to facts. Most of the departments of the company are run on the piecework system. There has been no change in the hours of employment nor will there be a reduction in the wages of employees working by the day or week. We granted the nine-hour day with ten hours wages in April, 1903. The hours and wages for day hands will remain the same.

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The reopening of the plants under the conditions announced—less wages and more hours—caused the sensation of the year in labor circles. M. J. Dewbury, secretary of the Building Material Trade Council, Harvester Company for the nine-hour day, immediately called a number of leaders into conference, and they decided to call a meeting for to-day to consider the situation.

"It is an attack upon trade unionism through the shorter workday," said Secretary Deutch.

General Manager C. S. Funk of the International Harvester Company refused to be interviewed on the charges made by the labor men and referred all inquiries to E. A. S. Clarke, general manager of manufacturing.

No Dealings With Unions.

"We see no need of dealing with the trade unions," said Mr. Clarke. "We have simply opened our plants and expect the employees to come back as individuals, but they must work more hours per week for

Envelope _____

Foldout _____

Insert _____

We see no need of dealing with the unions, but if their representatives call upon us, we will treat them courteously. That does not mean that our answer will be favorable to their requests. But all employees must return as individuals. They will not be required to sign individual tracts with the company. Business conditions prompted the change. Individual conditions prompted the change. The wages received last season for 35 hours' work a week was formerly paid for 60 hours' work.

nine hour day in effect for a number of years. This includes patternmakers, brassworkers, molders, metal polishers and other machinery trades. Their officials state that if the company is permitted to go back to what is practically termed a ten hour day other employers will want to do the same. This feature of the situation will be considered to-day.

While several thousand workmen surrounded the Pullman plant yesterday looking for work, only 100 were employed in the Calumet repair shops. At the Pullman shops the workmen were told that the manufacturing department would be opened next Monday and that from 1,000 to 2,000 men would be put to work. From that time on, it was said, other employees would be given work as rapidly as business warranted it.

Wickes Makes Denial.

All sorts of rumors were in circulation, some of them coming from the "straw bosses." It was said that all piecework would be done away with and that hereafter all would be employed by the day. Second Vice President Thomas H. Wickes denied this.

"The nine-hour day will remain in effect," he said. "The same wages will be paid time hands as before. The wages of pieceworkers, however, will be adjusted to the standard paid in other shops. The Pullman Company is not connected with any Employers' Association, and will not rely upon outsiders to supply it help. The report that we have opened an employment agency in the Pullman Building is untrue. We will secure employes as in

panies have gradually thrown 5,000 Chicago men and girls out of employment," said Secretary E. N. Nockels of the Federation of Labor. "Of these 10,000 we let out September 11. The two companies now believe that by gradually resuming work they can, before the busy season, starve out the workers who have been idle so long and they will return to work on any terms offered. They had the open shop before. Now they want the closed shop—one in which no union man will be permitted to work.

"The workmen made no demands upon these companies. They had listened to the employers, who said that business conditions did not warrant higher wages. Then the employers took advantage of them by reducing wages through lengthening the workday. This does not create harmony between employer and employe, but sows seeds of discontent that sooner or later precipitates a gigantic strike that affects the public in general."

BY THOMAS H. WICKES.

Second Vice President Pullman Company.

The Pullman Company never recognized trades unions. We deal directly with our own men. We are not fighting unions. Neither are we connected with any employers' association. Therefore it is unnecessary to say that anything done now by the company has no bearing upon trade unionism. The company has always run

EXAMINER.
SEPT. 28, 1904.

GAS IN PRIVATE CAR EXPLODES; HURTS THREE.

Acetylene in Private Coach 'Arizona' Leaks, and Porters Entering With Open Light Receives Most Painful Injuries.

An explosion inside the elegant new private car "Arizona" at the Park Street Depot last evening started a large crowd and slightly injured three colored porters, Fred Downs, F. D. McFarland, George Goadly.

The car was unoccupied, having just been completed by the Pullman shops for the El Paso & Southwestern Railway. A leaky pipe allowed the acetylene gas, which is used for lighting under the new system, to escape into the car.

When several porters entered the car with an open light last night there was a terrific explosion. This report was heard for a long distance. All the windows in the car were blown out, and the interior fittings damaged.

Fred Downs, leading the way, was painfully burned and all three were staggered by the shock. The explosion did not reach the track, which is impossible under the new system for the use of acetylene.

EXAMINER.
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Threatened by Pullman.
Employees of the Pullman Company were much excited yesterday over the threatened cut in wages and all day long they gath-ered about the streets and discussed the order about the Whittier.

"It makes no difference how hard the Whittier will be for us," said one of the group in front of the big entrance to the shops. "Dividends must be paid though the employees starve."

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The officials of the Pullman Company had a bad day of it yesterday. Twenty boilers were condemned by Chief Boiler Inspector J. C. Blancy. This forced the closing of the steam plants of the hammer, light and Calumet repair shops, and will prevent 2,000 men returning to work. There are twelve boilers in the hammer shop and five in the light and Calumet shops. The

CHRONICLE.
SEPT. 28, 1904.

Returning to Work.

As might have been expected, the sight of several thousand men returning to work at Pullman and in the harvester factories has aroused the labor parasite and the yellow newspaper in pernicious activity. There is "nothing in it" for them if the Pullman employes and the harvester hands resume their duties and begin earning wages. Their hopes of income and of notoriety are based upon the possibility of stirring up a strike.

It is already given out, therefore, that certain discredited agitators who have absolutely no connection, with the trades represented at Pullman and in the harvester shops are going to call upon the workmen in those industries to quit work and make a fight for the "closed shop."

In other words, these gentry, with the scars of the strikes at the stock yards and in the metal-workers' trades fresh upon them, are to ask the thousands of car-builders and harvester workers to surrender their work and wages and go out on a hopeless strike.

It is gratifying to record the fact that the appeal is likely to fall upon deaf ears. The men who have just returned to steady work at fair wages after some weeks of idleness are in no humor to listen to the mouthings of men who ask them to desert their employment in the beginning of winter for a struggle which would be beaten before it is begun.

The attitude of the harvester-makers and the Pullman employes is an encouraging one. It signifies that the rank and file of the labor unions are coming to appreciate the mischief-makers at their true value. Once that understanding becomes general among wage-workers we shall hear no more of hopeless and foolish strikes.

INTER OCEAN.
SEPT. 28, 1904.

Pullman Shops Not Running Full.

At the works of the Pullman company it was declared that the shops were not opened formally as yet, and that it would be several weeks before the plant would be running at its full capacity.

It was also announced at the Pullman office that the purpose of the company is to readjust the piece work system so as to put it on the same basis as prevails at other plants. It is understood that the piece work system will be practically abolished. This was announced that by next Monday the company will have 2,000 men at work. Operations will be resumed at Ludlow, Keokuk and the other plants of the company.

RECORD.
SEPT. 28, 1904

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Inspector Blancy Swoops Down on Big Car Works and Orders Three Plants Closed, Leaving 2,000 Employes Idle.

Three big plants of the Pullman works—the hammer, freight and Calumet shops—were ordered closed yesterday by Chief Boiler Inspector J. C. Blancy, who found and condemned twenty defective boilers in the establishments.

As a result 2,000 men who were about to be put to work will remain idle until new boilers are installed or the old ones put in satisfactory condition. The inspector said the boilers were in a dangerous condition and had been in use since 1884.

ATLANTA CONSTITUTION.
SEPT. 27, 1904

"Pullman" Insurance.

Above all the horrifying details of the recent wreck on the Southern railway, the fact that not a single passenger riding in a Pullman car received the slightest injury stands out with clear-cut prominence. Under the fearful impact of the collision, not one of the Pullmans even left the rails.

This has come to be a familiar feature of the reports of large and small wrecks from all parts of the country. The heavy, well-balanced trucks and the car-bodies constructed of steel and heavy timber, enable the Pullmans to withstand a crushing force under which the ordinary day coaches crumble like an egg shell.

In view of these facts, it appears that the cheapest and most effective accident insurance for the regular occasional traveller is what might be called "Pullman insurance," which can be purchased at a mere trifle, in comparison with the other costs of travel, in the shape of a Pullman ticket.

That the public appreciates the added safety of this form of travel, is shown by several incidents immediately following the local report of the recent wreck. People in Atlanta who had reason to believe their relatives had taken passage on the ill-fated train, had their sharp anxiety considerably assuaged by the assurance that their loved ones had taken seats in a Pullman; hence they were confident that, even if in the wreck, they stood a hundred-fold better chance of escape than if they had been travelling in the day cars.

That their confidence was well-grounded, was proven by subsequent reports.

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Cut Throated at Pullman.
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"It makes no difference how hard the winter will be for us," said one of the group in front of the big entrance to the shops. "Dividends must be paid though the employees starve."
This was concurred in by his companions.
The officials of the Pullman Company

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MEN HIRED AT PULLMAN PLANT

Small Force Taken On in Manufacturing Department.

The Pullman company began resumption of operations in its manufacturing department to-day, putting a small force of men at work. Three hundred workers were given employment in the sawmill and lumber yards and the number is to be increased as the work is developed, according to Vice-President Wickes, until 1,500 or 2,000 men are again on the pay roll. "The repair departments are already in operation," said Mr. Wickes to-day, "and within a week or two we expect to be able to give employment to nearly 2,000 in the manufacturing department."

Between 5,000 and 4,000 workmen crowded about the main gate of the company's shops at Pullman to-day looking for work and after waiting for several hours all save a few were turned away disappointed. Those employed were mostly laborers. They were required to sign an application promising to obey the rules of the company. The line that waited for work began to form long before the usual time for opening. Many of them had been idle since the company began laying men off more than two months ago.

Signing of the applications, said Mr. Wickes, meant that the resumption was on the "open-shop" basis and that no union agreements would be signed.

The Calumet trades council, which includes all the local unions represented in the Pullman shops, has called a mass-meeting of the company's employes to be held to-morrow evening at 11th street and Michigan avenue, "to consider the situation at Pullman." No action was taken at this meeting was a subject for conjecture among the workers. Officials of the council denied that it would consider a strike proposition.

RY. REVELL.
OCT. 1, 1904

The Pullman Shops Reopened.

The Pullman Company's car shops at Pullman, Ill., were partially reopened on Monday, Sept. 26, after a complete shut-down lasting about ten days. About 2000 men were re-employed and put to work in the repair department at wages averaging from 10 to 20 per cent lower than those paid before the recent closing down. Hereafter all men seeking positions with this company will make application at the city offices in the Pullman Building, instead of at the shops. It is the intention to gradually reopen all departments as soon as work can be obtained for them. It seems that within the past year the following proposition was submitted by the company to its workmen: "We have an opportunity to bid on a big contract, and can get it if we can put in a sufficiently low figure. But to make this low bid we will have to pay less wages. There is no other business of any consequence in sight. If you, the workers, will accept a reduction in wages proportionate to the reduced bid necessary to secure the contract, you will all have work next winter. The job will be big enough to keep the plant running. If you reject the cut, the shops will have to close." It was voted by the men not to accept this cut, and the subsequent shut-down and present reduction of wages is but a result of the conditions announced in the proposition.

THE ARMY GOES TO WORK IN JOY

Pullman Plant Opens and Thousands March to

Toll

UNIONS IGNORED IN HIRING

Local Labor Federation Faces
Ousting by Gompers for
Revolt

Thousands of men willing to abandon all the demands of labor unions clamored in vain for work at the Pullman shops to-day, and a hard winter is in store for many of the workmen and their families. Less than 1,000 out of the 6,000 old men were taken back.

With the blowing of the whistles at the big plants, which announced their opening after a four weeks' shutdown, the crowds besieged the gates.

Each man held in his hand the personal application demanded by the company, and struggled to get in the front ranks.

When the gates were thrown open it is estimated that 5,000 workers, mostly foreigners, were on hand. Their rejoicing was turned to despair when it was discovered that the company was only going to put a fraction of the host at work.

Cries Show Disappointment

The sawmills and the lumber yards were the principal places opened today. The normal capacity is about 1,000 men and less than half that number was hired. Cries of disappointment filled the air as the majority of the men realized that they would have to return home to their families and continue the long wait for an opportunity to earn a living. There was no talk of making demands for a union working day agreement. All ideas of the "closed shop" were swept aside in the one idea to secure work.

Although the company was not expected fully to open up all its departments today the men thought they would all ultimately be rehired. This hope was shattered by Vice-President Wickes today.

"I am afraid," he said, "that there will not be work for more than 50 per cent of the old men. We will use all we can on the work that comes in. It will not make any difference whether they are union or non-union men. I believe the plant will operate the rest of the year without stopping, but a great many of the men will be unable to get back."

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The Calumet trades council, which includes all the local unions represented in the Pullman shops, has called a mass-meeting of the company's employes to be held to-morrow evening at 1523 1/2 street and Michigan avenue, "to consider the situation at Pullman." What the result of this meeting was a subject for conjecture among the workers. Officials of the council denied that it would consider a strike proposition.

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100 MORE GET PULLMAN SBS

More Than 900 Others Turned
Away Disappointed in
Search for Work.

UNIONS PLAN A MEETING

About 100 additional laborers were picked from the waiting ranks, which now numbered more than a thousand, outside the gates of the Pullman car shops today, and they were placed in various departments at "cleaning up" work.

The meeting of the Calumet District Council which will take up the matter of the mechanical trades will not be held until Tuesday night of next week, and by that time special committees from the various local unions will have reports to make.

70-day it developed that the mechanical trades were not among the crowd which lined the fence-stocked waiting line, which lined the fences-stocked waiting line, which lined the fences-stocked waiting line, which lined the fences-stocked waiting line.

The plan is to hold a meeting at the shops after the strike ends, the painter, joiners and brass craft, the painter, joiners and brass craft, the painter, joiners and brass craft.

The steam fitters are strong, but in the Calumet shops they have been striking for several weeks.

Resuming Work at Pullman.

Of the 2,000 men who applied for work at the shops of the Pullman company 500 were engaged. The reason for this small number was found in the strike with which the applications were passed on. Each man, no matter how long he had been in the line of the concern, was required to go through an elaborate examination. Then he was obliged to sign an application with a score of provisions, by which he left to his employer the right to determine the rate of wages and the conditions under which he worked.

ENTER OCEAN.

OCT. 4, 1904.

Work was resumed in several departments of the Pullman company's shops yesterday, about 300 men being taken back. Although all the men were old employees, they were required to make application as individuals, regardless of whether they were members of a labor union or not.

The men assert that the readjustment of prices will mean a reduction of about 25 per cent an hour, or 10 per cent. The company last year gave the employees a nine hour day before the unions demanded to make demands for it, and no agreement was signed.

500 MEN ARE GIVEN EMPLOYMENT BY PULLMAN CO.

About 500 employees were given employment by the Pullman Company yesterday and others will be hired from day to day until a sufficient number are employed. Each must sign a contract. Here are the conditions under which employment is given by the company:

The company will have the exclusive right to fix wages.

Piece workers will accept a reduction of 10 per cent.

Wages of skilled workmen employed by the day will be cut from 10 to 15 per cent.

Laborers receiving \$1.50 per day will not be cut.

All old employees will be hired before applications from new men are considered.

The individual contract signed by the employees in 1214 laces in size and is filled with rates and regulations printed in small type. It required five men yesterday to fill out the applications of the 500 who were engaged.

Only those receiving postal cards from the company are permitted to sign the applications. During the past year the company has conducted an employment agency, the duties of the clerks being to look up the record of every employee of the company. When each man who reported yesterday with a postal card presented it to the clerk, the latter opened a big book and looked at the record of the applicant to see if any mistake had been made.

The object, it is said, is to weed out the independent workmen.

When running full handed the big shops at Pullman employ 6,000 persons and the Calumet repair shops 1,100. From these 7,100 workmen the company expects to secure a sufficient number with what is designated a clean record to man the two shops. It is understood that about 2,000 will be employed in the next two weeks. Those who are on the list of undesirable workmen will not be re-employed, officials of the company state.

All the old employees, no matter how long they have worked for the company, must make applications for jobs the same as those who were never in the company's employ.

Those employed yesterday were put to work in the freight shop, lumber yards and sawmill.

NEW YORK COMMERCIAL.

OCT. 5, 1904

Not to Move From Pullman.

Chicago, Oct. 14.—Vice-President Wickes, of the Pullman Co., says: "There is no truth in the rumor appearing from time to time that we are moving our shops to Buffalo, Cleveland or Elkhart. We have never had the slightest intention of moving them from Pullman."

WARNS A LABOR BODY

President Gompers Threatens to Revoke Charter of Chicago Federation.

ROW OVER STEAM FITTERS

Local Organization Must Oust This Union or the Penalty Will Fall Nov. 1.

Revocation of the charter of the Chicago Federation of Labor is threatened through the action of that body in seating delegates from the Steam Fitters' Union. A letter was received by Secretary Nockles yesterday from President Gompers of the American federation, in which Mr. Gompers announces that unless the delegates are ousted on or before Nov. 1 the charter of the Chicago organization will be taken away.

The case is similar to that of the Franklin Union of Press Feeders, whose delegates have been recognized by the Chicago central labor body in defiance of the constitution and orders from the executive council of the national body.

A year ago the Steam Fitters' Union was directed by the American Federation to join the United Association of Plumbers, Gas Fitters, Steam Fitters and Steam Fitters Helpers, which is recognized by the national body. It has so far refused to do so, and the executive committee of the American Federation of Labor has decided that the union is not entitled to representation in the Chicago federation because it is not affiliated with an international organization.

RESUME WORK AT PULLMAN.

Operations were resumed at the manufacturing plant of the Pullman company yesterday, about 500 men being re-employed. Within a week or ten days, it is said, from 1,500 to 2,000 men will be taken back. The company ordinarily employs about 6,000 men in this plant.

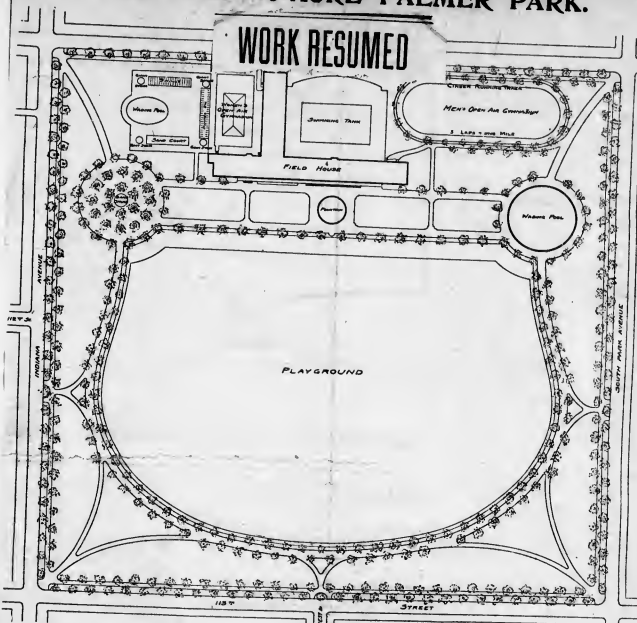
"I fear that only 50 per cent of our former employees will be taken back at this winter," said Vice-President Wickes, who has orders on hand that will necessitate the employment of about 2,000 to 2,500 men, if hope, however, that business conditions will change so that they will be able to employ our regular force.

All of the men hired yesterday were required to sign an application promising to obey the rules of the company. The signing of these applications, officials of the company said, means that no agreement will be entered into unless it is understood.

LOCAL LABOR NEWS.

"The Calumet Joint Labor Council is made up of delegates from all trades in the Calumet district, including all trades in the Pullman shops. It includes bricklayers, masons and others. These delegates must once be elected from their respective trades, and each one take any action. The matter was not brought up at our last meeting and no action has been taken."

THE NEW 40-ACRE PALMER PARK.



The Calumet Record presents this week the first of a series of illustrated articles on the new local parks.

Palmer Park, on the prairie between Pullman and Roseland, is being speedily prepared for the public. Hundreds of men and teams are at work converting the 40 acres between 111th, 113th streets, Indiana and South Park avenues into a magnificent park for residents of the south end.

Through the courtesy of F. J. Foster, superintendent, and L. White, chief engineer of the South Park system, the Calumet Record is enabled to present herewith a beautiful sketch of Palmer Park. Mr. James Versulua, engineer of the town of Pullman, prepared the same from the original drawing by Olmstead, the celebrated landscape engineer.

The most conspicuous feature of Palmer Park, the second largest of the four new ones in the Calumet re-

gion, is the magnificent playground that occupies fully one-half of the 40 acre tract. The use of this splendid campus will be free to the public for baseball, football, lawn tennis and other out-door games.

At the northeast corner of the park, 111th and South Park avenue, will be located the men's open air gymnasium, surrounded by a cinder running track, five laps to the mile. The gymnasium will be well equipped with apparatus, such as parallel bars, turning bar, swinging rings, vaulting horse, etc.

To the west of this and immediately adjoining will be a spacious swimming tank. On the other side of the latter will be the women's open air gymnasium. Immediately adjacent to the west a wading pool, sand court and swings for the children will be located.

A prominent feature of the park will be the field house, a detailed description of which has been pub-

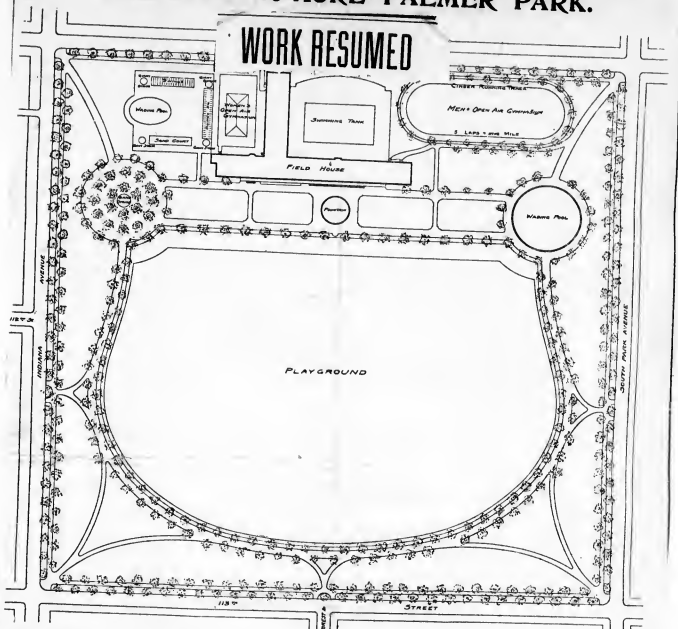
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A band stand, fountain, another wading pool, gravel walks, drives, trees, shrubbery, flower beds, etc., will be other features of Palmer Park.

The Calumet Record takes pride in the fact that it was the first to suggest the location and establishment of this magnificent public playground. Senator A. C. Clark, Representatives Kleeman and Meertzen and Colonel Frank O. Lowden were also active workers in the legislation and negotiations that have made the proposition a reality.

Palmer Park will be ready for the people of the south end next spring. It is probably the most popular public improvement that has ever been published here.

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Envelope
 Foldout
 Insert

Pullman Car Shops Start and Harvester Works Increase Their Forces.

MANAGERS' LETTERS.

T. H. Wickes and E. A. S. Clarke of the Big Plants Tell of Plans for Future. Pullman Employees Will Be Taken on as Work Warrants.

The army of the idle in the Calumet region has been very materially reduced during the past two weeks. As announced last week the Pullman shops and the two plants of the International Harvester Company have all resumed operations and are taking back their old employes. Garbled accounts in the city dailies have confused and misled the local public as to the true state of affairs.

In order to ascertain the facts in the case the editor of The Calumet Record wrote to the head officials of both these companies. Mr. Wickes' reply was received last week, but unfortunately too late for publication in our issue of Sept. 29. Since then the Pullman shops have opened again. Monday several hundred men were given employment and additional forces have been put to work since. It is known that the shops have received several orders recently and it is believed that practically the full force will be busy before the middle of November.

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There is no change from the 8-hour working day, nor in the day rates for the different classes of work, but some readjustment of piece work prices are necessary to conform to rates paid by other car builders. We expect to commence work in the manufacturing shops the first of next week, on new orders that have been received. Yours,
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 Dear Sir: Replying to your favor of the 28th instant, addressed to the General Manager of the International Harvester Company, would say that we have about nine hundred men employed at our plant at South Deering. At the Plano works of this company at West Pullman there are at present employed about three hundred men, though we expect that in the next few weeks this number will be greatly increased, as the normal force at that works is over a thousand men. At South Deering the regular shift men on the blast furnace and in the mills work twelve hours a day; others work ten hours—all according to the general custom of rolling mill and blast furnace work. At the Plano plant the men work ten hours per day, except Saturdays, when in the winter time we quit at 4 o'clock and in the summer time at noon, making a half holiday for three months in the summer.

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RY. AGE.
OCT. 7, 1904

PRIVATE CAR FOR MR. JOHN I. BEGGS.

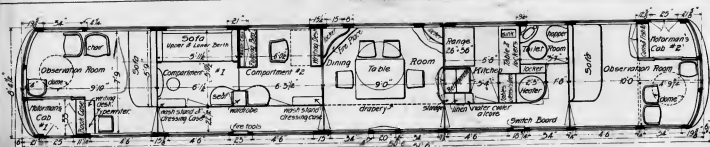
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idents, and of the equipment 12,000 pounds, making a total of 84,700 pounds.



PRIVATE CAR FOR J. I. BEGGS—MILWAUKEE ELECTRIC RAILWAY AND LIGHT COMPANY.

ident of the Milwaukee Electric Railway & Light Company. Views of the exterior and also a floor plan showing the interior arrangement are shown herewith. It will be seen that there is an observation room on the right side of each end of the car, the left side being used for the motorman. In



PRIVATE CAR FOR J. I. BEGGS—FLOOR PLAN.

the end compartments there is a sofa which provides for upper and lower berths at night. In one of the compartments a typewriter desk is arranged. These observation rooms are finished in East Indian vermillion wood, with mar- query inlaid lines. In the center of the car is the dining room, 9 feet long. This is beautifully finished in Philippine rosewood, with inlaid lines. In this room there is a side-board and fireplace. The table and chairs are of special design. The refrigerator is double and extends into the kitchen, having a center partition dividing it into two compartments. There are two staterooms, each 5 feet 10 inches by 6 feet 1 inch, one of them finished in Hungarian ash and furnished with a dressing case and folding washstand. The other is finished in prima vera. It is furnished with a writing desk and folding bed, which folds up into a cabinet and bookcase. The passageways are finished in vermillion wood. The ceilings are full Empire style, decorated to harmonize with the finish of each room. The draperies and upholstery are made of the finest silk and tapestries. The car is equipped with hot water and electric heaters. The interior lighting consists of incandescent clusters covered with holo-phase globes. Underneath, the car is fitted with General Electric multiple control and air brakes. The principal dimensions are given on the plan, and the height from under side of sill to top of roof is 8 feet 7 1/2 inches. The weight of the body is 55,200 pounds, of the two trucks 17,500

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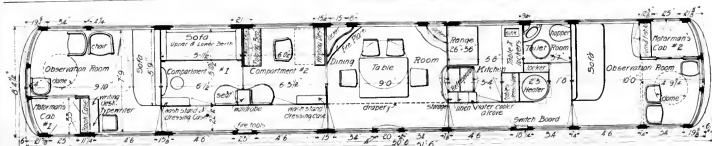
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AMERICAN.
OCT. 9, 1904

DISBURGE WHO FAILED TO GET PLACES.

Official of Pennsylvania Rail- road Tells How Many Were Employed Because of Mis- representation and Dismissed

Philadelphia, Oct. 8.—A determination to enforce strictly the Pennsylvania Railroad's pension system is the cause of the recent discharge of a number of employees of the company's Western lines. Speaking of the change and its cause an official of the road said:

"There has been no sweeping discharge, as reports indicate. It has been found that through misrepresentation some men had been employed who were more than thirty-five years old. They have been discharged, just as a dozen or so men taken on by the Pennsylvania Railroad were laid off about a year ago for the same reason."

Under the terms of the pension system on the Pennsylvania Railroad "no person who is over thirty-five years of age shall be taken into the service, except in certain specified cases where the interests of the company clearly require it." The Board of Directors alone can authorize employment of a man who has passed the age limit.

The pension system was adopted by the Pennsylvania in 1890. At seventy every employee of the company from the present down is pensioned.

INTER OCEAN.

OCT. 10, 1904

Fourteen Heat in Kansas.
KANSAS CITY, Mo., Oct. 9.—The Omaha & St. Joseph express on the Missouri Pacific railway ran into an open switch and collided with a freight train. Fourteen persons were injured, two seriously. Mrs. A. M. Parrello, Major Parrello, commanding officer at Fort Reno, Okla., and their daughter, Miss Florence Parrello, were among the injured.

JOURNAL.

OCT. 11, 1904

Pullman Annual Thursday

The annual meeting of the Pullman Palace Car company will be held Thursday at 3 p. m. Directors refuse to discuss the contents of the report in advance, but it is expected to show a falling off in gross, although net earnings will probably make a good showing, as operating expenses were largely decreased in the car-building department, where business has been slack. The sleeping-car end of the business is expected to show the usual normal gain. The regular dividend is expected, total surplus at the beginning of the last fiscal year was \$10,778,000.

PROGRESSIVE ROAD AGENT USES DRUG IN TRAIN JOB.

Chicago Robber Chloroforms Porter and Passengers on Pullman Car Near Sedalia, Mo., and Takes Valuables.

Sedalia, Mo., Oct. 11.—[Special.]—James C. Rumsey, said to be a Chicago holdup man, successfully introduced chloroform as an anesthetic for the time honored "gun" in a train robbery near here yesterday.

Rumsey crawled through a window into the dressing room of a Pullman car while the train was standing here at the station, and when it was well on its way eastward he chloroformed the negro porter in charge of the car and used the drug with success upon the occupants of several berths.

Rumsey worked deliberately, ripping open valises and suit cases and searching pockets of travelers. He took everything he could find, making a big haul of watches, chains, Knights Templar and other secret order jewelry, charms, diamonds, pins, valuable jewelry, and quite a quantity of cash, and left the train at Franklin Junction.

The police arrested Rumsey here last night and in his room found part of the stolen goods.

RECORD.

OCT. 12, 1904.

ROBBED BY BANDIT WITH DRUG

Train in Missouri Held Up by Lone Chicago Highwayman.

[SPECIAL TO THE RECORD-HERALD.]
SEDALIA, Mo., Oct. 11.—Armed with a bottle of chloroform, a lone train robber boarded the east-bound Missouri, Kansas and Texas express at dawn today, overpowered the porter, chloroformed the passengers and then escaped with money and valuables worth several hundred dollars. He later was captured here and the booty recovered. The robber gives his name as James C. Rumsey of Chicago, and admits that he is wanted by the Chicago and Kansas City police. He claims also to be a deserter from the army.

TEN-ACRE TRACT SOLD

Property on One Hundred and Fifteenth Street Is Acquired for \$40,000.

E. G. UHLEIN THE BUYER

Charles E. Rector Obtains a Loan of \$120,000 on Building on South Side.

Ten acres at the northwest corner of One Hundred and Fifteenth street and the Illinois Central tracks, Kensington, have been sold by the Pullman Land Association to E. G. Uhlein, local representative of one of the large Milwaukee breweries. The price paid, \$40,000, is the highest figure ever obtained for acre tracts in this locality. Land on the corner diagonally opposite that bought by Mr. Uhlein was sold some time since to the South Park board for \$1,000 an acre. That low price was due to the desire of the Pullman company to have a park at this point.

C. E. RECTOR GETS LOAN.

Charles E. Rector has obtained another loan on the property at the northwest corner of State and Twenty-second streets. The present loan for which the Chicago Title and Trust Company is trustee, is for \$120,000. It is payable in installments, as follows: Two of the notes are for \$33,000 each, one being due Jan. 1, 1906, and the other Jan. 1, 1907. The third note, for \$54,000, is payable Jan. 1, 1908. All bear interest at the rate of 6 per cent. John L. Rodger was trustee for the prior loan, for \$50,000, in 1900, five years ago, at 6 per cent. There is a three-story brick building on the ground, which is 50 by 151 feet. Seventy feet on Jackson boulevard, 145 feet west of Honan avenue, running back to Colorado avenue, a depth of 81 feet, have been sold by James C. Rector to Joseph R. Foster. The consideration was \$38,000.

WEST SIDE TRANSFER.

The Insurance Company of North America has acquired the building and ground at 457, 459 and 461 Marshfield avenue. Title was taken from Margie L. Crawford and others by a master in chancery. The consideration was \$30,031. There is a three-story and basement stone front apartment building on the ground. The incumbrances amount to \$23,000.

The transfer of the northeast corner of Wentworth avenue and Fifty-ninth street, 90 by 174 1/2 feet, from Jennie L. Wildman to John M. Hoffman has also come to record. The consideration was \$60,000.

The property on Adams street, 79 1/2 feet east of Jefferson street, and front 28 1/2 by 123 feet, has been transferred to Beale B. Hanson by William Ropes. The transfer involved \$14,000.

A loan of \$15,000 which is to be repaid at the rate of \$37.50 a week has been recorded. Felix B. Janny is trustee for the loan, which is to Joseph Chiebout for the use of the New City Building, Loan and Homestead Association. The property is at the southwest corner of Wood and Forty-seventh streets, 45 by 123 feet. The loan bears interest at the rate of 6 per cent.

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OCT. 9, 1904

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"There has been no sweeping discharge, as reports intimate. It is disclosed that through misrepresentation some men had been employed who were more than thirty-five years old. They have been discharged, just as a dozen or so men taken on by the Pennsylvania Railroad were laid off about a year ago for the same reason."

Under the terms of the pension system on the Pennsylvania Railroad "no person who is over thirty-five years of age shall be taken into the service, except in certain specified cases where the interests of the company clearly require it." The Board of Directors alone can authorize employment of a man who has passed the age limit.

The pension system was adopted by the Pennsylvania in 1880. At seventy every employee of the company from the president down is pensioned.

INTER OCEAN.

OCT. 10, 1904

Fourteen Hurt in Kansas
KANSAS CITY, Mo., Oct. 9.—The Omaha & St. Joseph express on the Missouri Pacific railway ran into an open switch and collided with a freight train. Fourteen persons were injured, two seriously. Mrs. J. M. Partello, Major Partello, commanding officer at Fort Reno, Okla., and their daughter, Miss Florence Partello, were among the injured.

JOURNAL.

OCT. 11, 1904

Pullman Annual Thursday

The annual meeting of the Pullman Palace Car company will be held Thursday at 3 p. m. Directors refuse to disclose the contents of the report in advance, but it is expected to show a falling off in gross, although net earnings will probably make a good showing, as operating expenses were largely decreased in the car-building department, where business has been slack. The sleeping-car end of the business is expected to show the usual normal gain. The regular dividend is expected. Total surplus at the beginning of the last fiscal year was \$10,778,000.

PROGRESSIVE ROAD AGENT USES DRUG IN TRAIN JOB.

Chicago Robber Chloroforms Porter and Passengers on Pullman Car Near Sedalia, Mo., and Takes Valuables.

Sedalia, Mo., Oct. 11.—[Special.]—James C. Rumsey, said to be a Chicago holdup man, successfully introduced chloroform as a substitute for the time honored "gun" in a train robbery near here yesterday.

Rumsey crawled through a window into the dressing room of a Pullman car while the train was standing here at the station, and when it was well on its way eastward he chloroformed the negro porter in charge of the car and used the drug with success upon the occupants of several berths.

Rumsey worked deliberately, ripping open valves and suit cases and searching pockets of travelers. He took everything he could find, making a big haul of watches, chains, Knights Templar and other secret order jewelry, charms, diamonds, pins, valuable jewelry, and quite a quantity of cash, and left the train at Franklin Junction.

The police arrested Rumsey here last night and in his room found part of the stolen goods.

RECORD.

OCT. 12, 1904.

ROBBED BY BANDIT WITH DRUG

Train in Missouri Held Up by Lone Chicago Highwayman.

[SPECIAL TO THE RECORD-HERALD.]
SEDALIA, Mo., Oct. 11.—Armed with a bottle of chloroform, a lone train robber boarded the east-bound Missouri, Kansas and Texas express at dawn to-day, overpowered the porter, chloroformed the passengers and then escaped with money and valuables worth several hundred dollars. He later was captured here and the booty recovered. The robber gives his name as James C. Rumsey of Chicago, and admits that he is wanted by the Chicago and Kansas City police. He claims also to be a deserter from the army.

TEN-ACRE TRACT SOLD

Property on One Hundred and Fifteenth Street Is Acquired for \$40,000.

E. G. UHLEIN THE BUYER

Charles E. Rector Obtains a Loan of \$12,000 on Building on South Side.

Ten acres at the northwest corner of One Hundred and Fifteenth street and the Illinois Central tracks, Kenington, have been sold by the Pullman Land Association to E. G. Uihlein, local representative of one of the large Milwaukee breweries. The price paid, \$40,000, is the highest figure ever obtained for acre tracts in this locality. Land on the corner diagonally opposite that bought by Mr. Uihlein was sold some time since to the South Park board for \$1,000 an acre. That low price was due to the desire of the Pullman company to have a park in this spot.

C. E. RECTOR GETS LOAN.

Charles E. Rector has obtained another loan on the property at the northwest corner of State and Twenty-second streets. The present loan, for which the Chicago Title and Trust Company is trustee, is for \$120,000. It is payable in installments, as follows: Two of the notes are for \$33,000 each, one being due Jan. 1, 1906, and the other Jan. 1, 1907. The third note, for \$54,000, is payable Jan. 1, 1908. All bear interest at the rate of 8 per cent. John L. Ridger was trustee for the prior loan, for \$100,000, five years, at 6 per cent. There is a three-story brick building on the ground, which is 50 by 151 feet. Seventy feet on Jackson boulevard, 146 feet west of Homan avenue, running back to Colorado avenue, a depth of 87 feet, have been sold by James C. Rector to Joseph R. Foster. The consideration was \$35,000.

WEST SIDE TRANSFER.

The Insurance Company of North America has acquired the buildings and ground at 457, 459 and 461 Marshfield avenue. Title was taken from Margie L. Crawford and others by a master in chancery. The consideration was \$30,631. There is a three-story and basement stone front apartment building on the ground. The incumbrances amount to \$23,000.

The transfer of the northeast corner of Wentworth avenue and Sixty-ninth street, 80 by 174 1/2 feet, from Jennie L. Whidman to John M. Hoffman has also gone to record. The consideration was \$60,000.

The property on Adams street, 79 1/2 feet east of Jefferson street, south front, 20 1/2 by 123 feet, has been transferred to Beale B. Hanson by William Ropes. The transfer involved \$14,000.

A loan of \$15,000 which is to be repaid at the rate of \$37.50 a week has been recorded. Felix B. Janovsky is trustee for the loan, which is to Joseph Chiebound for the use of the New City Building, Loan and Homestead Association. The property is at the southwest corner of Wood and Forty-seventh streets, 45 by 128 feet. The loan bears interest at the rate of 6 per cent.

EXAMINER.
OCT. 14, 1904.

HAWLEY SAID TO BE BUYING M., K. & T.

Friends Say He Is Purchasing for
Rock Island Interests.

New York, Oct. 14.—It is reported in Wall street that Edwin Hawley has been buying Missouri, Kansas & Texas stock. Mr. Hawley could not be reached, but friends of his admitted that they knew of buying of Missouri, Kansas & Texas stock. Mr. Hawley and intimates that he had really been acting as a broker for the Rock Island interests, when they said, wanted the property in order to have a report out of Galveston, The M., K. & T. came from Kansas City and St. Louis to Galveston and in the former cities converse with the Rock Island.

EXAMINER.
OCT. 14, 1904

ASLEEP ON TRAIN, THIS PASSENGER GOT ROBS.

European Tour Is Almost Thwarted by Railroad Thief Who Robs Wealthy Traveler While Napping in His Seat.

Coming into Chicago en route to Germany from Ord, a village in Yaller County, Neb., yesterday morning, William Frungel went to sleep on a Chicago & Northwestern train with a wallet containing \$200 in his pocket.

When he felt for the wallet to pay for his breakfast in the Wells street station, he discovered that the money was gone. Having a few dollars in change, however, Mr. Frungel spent a portion of it in telegraphing the Ord State Bank for reference in Chicago, through which he could be identified and obtain sufficient money to proceed on his journey.

The Ord State Bank wired him to see Thomas G. Hall, chief Chicago attorney, and with Mr. Hall's assistance Mr. Frungel was able to obtain \$200 from the National Bank of the Republic. Then he went to a room in the Sherman House, seated for a needle and thread, sewed the money in a tobacco bag to his underwear, and resumed his journey toward Germany last night.

"I have read that Chicago was infested with an army of thieves and holdup men," said Mr. Frungel, who was very tired and cared less for the loss of the \$200 than for the loss of time. "The man, however, to which he was subjected, but I did not know that this army of criminals had scouts out on the incoming trains. Consequently, I went to sleep on the train, feeling that if I could reach Chicago I was awake nobody could catch me napping. But they came after me and caught me napping before I got here."

EVE. NEWS.
OCT. 14, 1904

The gross returns of the Pullman company for the fiscal year ended July 31 were \$24,748,700, an increase of \$1,668,000. The net receipts were 19,631,000, or 15 per cent on the capital stock, the net showing an enhancement of \$348,000 over 1903. Operating expenses were rather excessive. The company's surplus for the year, after the payment of 8 per cent dividends, was \$3,741,000. The figures:

	1904.	1903.
Total revenue.....	\$24,748,700	\$23,150,712
Expense of operation.....	15,231,190	10,580,450
Depreciation on cars and equipment.....	2,818,378	2,788,213
Dividend.....	2,919,376	2,919,000
Proportion of net earnings paid associated interests.....	854,064	874,301
Net deduction.....	\$21,047,104	\$19,652,963
Net surplus.....	3,741,600	3,497,779
Previous surplus.....	14,278,740	10,778,000
Total surplus.....	\$18,017,874	\$14,278,740
Capital stock.....	14,000,000	14,000,000
Net assets.....	\$2,917,874	\$2,278,740
Decrease.....		

The stockholders made no change in the directory. In his annual address President Robert P. Lincoln stated that during the year contracts for the operation of cars were made with the El Paso & Northwestern railway, El Paso & Rock Island railway, El Paso & Northwestern railroad, Interoceanic railway of Mexico and the West Jersey & Seaboard railway. The number of passengers carried was 18,313,668 and the number of miles covered 406,234,182, an increase of great 5 per cent in the number of passengers carried and nearly 5 per cent in the miles run.

RY. REVIEW.
OCT. 15, 1904

Trousers Pressed for Passengers on Through Train.

The latest addition to the many novelties which have been introduced aboard through passenger trains, making them equal in convenience to a first class hotel, is an arrangement whereby fastidious dressers can have their trousers pressed while they sleep. This arrangement is said to have been introduced on the California Limited of the Atchafson, Topeka & Santa Fe Ry. The work is done by the porter of the sleeping car. Among other innovations on this train is a Whittley exerciser for those who wish to keep up their exercise even when traveling.

INTER OCEAN.
OCT. 15, 1904

Kansas City Southern.

There is reason to believe that some important changes in Kansas City Southern ownership will be disclosed when the voting trust expires Feb. 1, 1905. It can be stated with reasonable certainty that Amsterdam has been the most important buyer of the road's stock for a very long time past, and by that time will control the fortunes of the road.

The road has been bought to sell again. If people in close touch with the Dutch purchasers are to be believed, it has important strategic value, and more than one road would be, probably, glad to have it at a reasonable price. It is also one of the possibilities of the future that the Dutch control might declare a small dividend on preferred stock, on which the road is earning approximately 2 1/2 to 3 per cent, to remunerate them for its trouble.

Car and Foundry.

It comes from a trustworthy source that the New York Central has placed an order for the American Car and Foundry will make 1,000 of them and the Western Car company of Chicago, which is a consignment of the Pressed Steel Car company, will build the remainder.

It is also reported that the Pennsylvania has placed an order for 500 hopper cars.

EXAMINER.
OCT. 14, 1904.

HAWLEY SAID TO BE BUYING M., K. & T.

Friends Say He is Purchasing for
Rock Island Interests.

New York, Oct. 14.—It is reported in Wall street that Edwin Hawley has been buying Missouri, Kansas & Texas stock. Mr. Hawley could not be reached, but friends of his admitted that they knew of buying of Missouri, Kansas & Texas stock by Mr. Hawley and intimated that he had really been acting as a broker for the Rock Island interests, who he said, wanted the property in order to have a seaport outlet at Galveston. The M., K. & T. runs from Kansas City and St. Louis to Galveston and in the former cities connects with the Rock Island.

EXAMINER.
OCT. 14, 1904

ASLEEP ON TRAIN, TROUSERS MADE A GOLD PIECE.

European Tour is Almost
Thwarted by Railroad Thief
Who Robs Wealthy Traveler
While Napping in His Seat.

Coming into Chicago en route to Germany from Ord, a village in Valley County, Neb., yesterday morning, William Frungel went to sleep on a Chicago & Northwestern train with a wallet containing \$200 in his pocket.

When he felt for the wallet to pay for his breakfast in the Wells street station, he discovered that the money was gone. Having a few dollars in change, however, Mr. Frungel spent a portion of it in telegraphing the Ord State Bank for reference in Chicago, through which he could be identified and obtain sufficient money to proceed on his journey.

The Ord State Bank wired him to see Thomas G. Hall, chief Chicago attorney, and with Mr. Hall's assistance Mr. Frungel was able to obtain \$200 from the National Bank of the Republic. Then he went to a room in the Sherman House, sat for a needle and thread, sewed the money in a tobacco bag, to his underwear, and resumed his journey toward Germany last night.

"I have read that Chicago was infested with an army of thieves and hoodlum men," said Mr. Frungel, "and I was sorely concerned for the loss of the \$200 (than for the loss of time and inconvenience) to which he was subjected, "but I did not know that this army of criminals had set out on the incoming trains. Consequently, I went to sleep on the train, feeling that if I could reach my hotel, awake nobody could catch me napping. But they came after me and caught me napping before I got here."

EVE. NEWS.
OCT. 14, 1904

The gross returns of the Pullman company for the fiscal year ended July 31 were \$24,788,700, an increase of \$1,068,000. The net receipts were \$9,601,800, or 39 per cent on the capital stock, the net showing an enhancement of \$20,500 over 1903. Operating expenses were rather excessive. The company's surplus for the year, after the payment of 8 per cent dividends, was \$3,741,900. The figures:

	1904.	1903.
Total revenues	\$24,788,700	\$23,120,713
Expense of operation	12,231,160	10,589,400
Depreciation on cars and reserves for depreciation	2,819,873	2,739,313
Dividends	2,838,976	3,341,068
Proportion of net earnings paid associated interests	554,004	574,361
Total deduction	\$21,041,104	\$19,822,608
Net surplus	3,741,596	3,477,119
Previous surplus	14,270,749	10,718,028
Total surplus	\$17,912,345	\$14,275,149
Capital stock	14,000,000	14,000,000
Net assets	\$6,912,345	\$8,275,149

The stockholders made no change in the directory. In his annual address President Robert P. Lincoln stated that during the year contracts for the operation of cars were made with the El Paso & Northwestern railway, El Paso & Rock Island railway, El Paso & Northwestern railroad, Gulf & Ship Island railroad, Interoceanic railway of Mexico and the West Jersey & Seashore railway. The number of passengers carried was 13,312,688 and the number of miles covered 408,224,382, an increase of over 8 per cent in the number of passengers carried and nearly 6 per cent in the miles run.

RY. REVEALS.
OCT. 15, 1904

Trousers Pressed for Passengers on Through Train.

The latest addition to the many novelties which have been introduced aboard through passenger trains, making them equal in convenience to a first class hotel, is an arrangement whereby fastidious dressers can have their trousers pressed while they sleep. This arrangement is said to have been introduced on the California Limited of the Atchison, Topeka & Santa Fe Ry. The work is done by the porter of the sleeping car. Among other innovations on this train is a Whitley exerciser for those who wish to keep up their exercise when traveling.

INTER OCEAN.
OCT. 15, 1904

Kansas City Southern.

There is reason to believe that some important changes in Kansas City Southern ownership will be disclosed when the voting trust expires Feb. 1, 1905. It can be stated with reasonable certainty that American has been the most important buyer of the road's stock for a very long time past, and by that time will control the fortunes of the road.

The road has been bought to sell again, if people in close touch with the Dutch purchasers are to be believed. It has important strategic value, and more than one road would be, probably, glad to have it at a reasonable price. It is also one of the possibilities of the future that the Dutch control might declare a small dividend on preferred stock, on which the road is carrying approximately 34 to 4 per cent, to remunerate them for its trouble.

Car and Foundry.

It comes from a trustworthy source that the New York Central has placed an order for 3,000 steel box cars. The American Car and Foundry will make 1,500 of them and the Foundry Car company of Chicago, which is a Western Car company of Chicago, which is a constituent of the Pressed Steel Car company, will build the remainder.

It is also reported that the Pennsylvania has placed an order for 500 hopper cars.

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EXAMINER.
OCT. 14, 1904**ASLEEP ON TRAIN,
HIS TROUSERS ARE
A GOOD WINE.****European Tour is Almost
Thwarted by Railroad Thief
Who Robs Wealthy Traveler
While Napping in His Seat.**

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Having a few dollars in change, however, Mr. Frungel spent a portion of it in telegraphing the Ord State Bank for reference in Chicago, through which he could be identified and obtain sufficient money to proceed on his journey.

The Ord State Bank wired him to see Thomas G. Hall, their Chicago attorney, and with Mr. Hall's assistance Mr. Frungel was able to obtain \$200 from the National Bank of the Republic. Then he went to a room in a German house, sent for a needle and thread, sewed the money in a tobacco bag to his undershirt, and resumed his journey toward Germany last night.

"I have read that Chicago was infested with an army of thieves and hump men," said Mr. Frungel, who is wealthy and cared less for the loss of the \$200 than for the loss of time and the inconvenience to which he was subjected, "but I did not know that this army of hump men had scouts out on the incoming trains. Consequently, I went to a German house, feeling that if I could reach Chicago wide awake nobody could catch me napping. But they came after me and caught me napping before I got here."

The gross returns of the Pullman company for the fiscal year ended July 31 were \$24,788,700, an increase of \$1,668,000. The net receipts were \$8,661,600, or 13 per cent on the capital stock, the net showing an enhancement of \$40,500 over 1903. Operating expenses were rather excessive. The company's surplus for the year, after the payment of 8 per cent dividends, was \$3,741,600. The figures:

Total income	1904.	1903.
.....	\$24,788,700	\$23,120,700
Expense of operation	.....	12,251,100
Depreciation on cars and re-	.....	10,380,400
serve for depreciation	.....	2,318,873
Dividends	.....	2,318,873
Proportion of net earnings	.....	2,318,873
paid associated interests	.....	574,201
.....	821,047,104	\$10,022,908
Net surplus	.....	3,741,600
Previous surplus	.....	14,497,719
.....	14,275,740	10,779,029
Net surplus	.....	\$13,017,874
Capital stock	.....	74,000,000
Net assets	.....	62,001,374
.....	88,273,140	

The stockholders made no change in the directory. In his annual address President Robert P. Lincoln stated that during the year contracts for the operation of cars were made with the El Paso & Northwestern railway, El Paso & Rock Island railway, El Paso & Northwestern railroad, Gulf & Ship Island railroad, Intercoastal railway of Mexico and the West Jersey & Seashore railway. The number of passengers carried was 13,312,688 and the number of miles covered 408,254,383, an increase of 4 per cent in the number of passengers carried and nearly 5 per cent in the miles run.

RY. REVIEW.
OCT. 15, 1904**Trousers Pressed for Passengers on Through Train.**

The latest addition to the many novelties which have been introduced aboard through passenger trains, making them equal in convenience to a first class hotel, is an arrangement whereby fastidious dressers can have their trousers pressed while they sleep. This arrangement is said to have been introduced on the California Limited of the Atchison, Topeka & Santa Fe Ry. The work is done by the porter of the sleeping car. Among other innovations on this train is a Whitley exerciser for those who wish to keep up their exercise when travelling.

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The road has been bought to sell again, if people in close touch with the Dutch purchasers are to be believed. It has important strategic value, and more than one road would be, probably, glad to have it at a reasonable price. It is also one of the possibilities of the future that the Dutch control might declare a small dividend on preferred stock, on which the road is earning approximately 3½ to 4 per cent, to remunerate them for its trouble.

Car and Foundry.

It comes from a trustworthy source that the New York Central has placed an order for 3,000 steel box cars. The American Car and Foundry will make 1,500 of them and the Western Car company of Chicago, which is a constituent of the Pressed Steel Car company, will build the remainder.

It is also reported that the Pennsylvania has placed an order for 300 hopper cars.

PULLMAN COMPANY YEAR.

The report of the Pullman Company for the year ending July 31, 1904, presented at the annual meeting this week, shows a gain of \$1,660,000 in gross earnings, as compared with the year before, and an increase of \$1,420,000 in operating expenses, leaving an increase of \$240,000 in net earnings. The company earned 13 per cent on the outstanding capital stock. In the last four years, since the merger with the Wagner company, gross earnings have increased nearly \$10,000,000, and the number of passengers carried has increased from 7,752,376 in the year ending July 31, 1900, to 13,312,668 last year. The company now has a surplus in excess of \$18,000,000, equal to nearly 25 per cent on the capital stock, although 8 per cent dividends have been regularly paid. Details of operation compare as follows:

EARNINGS AND EXPENSES.

Yr. endg. July 31:	1904.	1903.	1902.	1901.
Total revenue.....	\$84,788,730	\$85,130,713	\$80,507,000	\$77,598,792
Expenses.....	12,854,169	10,386,490	9,517,691	7,238,189
Depreciation.....	2,318,874	2,738,314	1,908,993	1,486,042
*Paid others.....	554,095	374,252	435,714	365,700
Total deduct.....	\$15,137,139	\$13,708,058	\$11,692,398	\$9,155,631
Surplus.....	6,651,601	9,417,667	8,654,674	8,765,761
Dividends.....	5,919,970	5,919,968	5,919,974	5,919,968
Surp. for year.....	\$741,635	\$8,497,719	\$1,615,710	\$1,866,325
Capital stock.....	74,000,000	74,000,000	74,000,000	74,000,000
Surplus end year.....	\$8,037,375	\$14,875,700	\$10,778,020	\$7,703,379
Net assets.....	\$82,037,375	\$84,875,700	\$84,788,020	\$81,763,379
Prof. earn. on stk.....	13	13	13	11 1/2

STATISTICS.

No. passengers.....	13,312,668	12,321,300	10,734,643	9,618,438
*Miles run.....	408,234	386,354	300,602	335,742
Mil. of railr'd cov- ered by control.....	180,035	175,781	160,830	165,283
Value products car'ed.....	\$22,838,469	\$22,546,878	\$19,416,031	\$20,251,700
Rentals received.....	304,360	338,811	316,689	306,887
Av. employes at Pullman.....	6,915	7,428	7,008	6,457
Wages paid at Pullman.....	\$ 4,990,997	\$ 5,123,556	\$ 4,574,743	\$ 3,981,492
Av. wages per emp.....	722.53	686.36	654.51	607.32
Total No. employes.....	30,353	30,306	19,103	17,727
Total wages paid.....	\$12,970,913	\$12,137,665	\$10,625,788	\$ 9,514,584

President Lincoln's report, in addition to the above statistics, says that during the fiscal year contracts have been made with the El Paso & Northeastern Railway, El Paso & Rock Island Railway, El Paso & Northeastern Railroad, Gulf & Ship Island Railroad, Inter-oceanic Railway of Mexico and West Jersey & Seashore Railroad.

The old directors were re-elected without change.

NEWS IN RAILWAY CIRCLES

W. L. Smith Is Promoted by the Illinois Central Railroad.

Announcement has been made of the appointment of W. L. Smith as assistant to Second Vice President J. T. Harahan of the Illinois Central railroad. This office was created in place of the office of second assistant vice president, from which A. W. Sullivan resigned to become general manager of the Missouri Pacific road. Mr. Smith was born in Virginia forty-two years ago and has been in the railroad business one-half of his life. His first employment was as freight clerk for the Memphis and Charleston railroad. He continued in the employment of southern roads until 1883, when he was appointed commercial agent of the Illinois Central. Three years later he was given the office of assistant general freight agent, from which he was promoted to his present place. His office will be in Chicago.

TOLEDO, O., Oct. 14.—At the annual meeting of the stockholders of the Toledo Railway and Terminal Company today the following directors were elected: Willard P. Robinson, James J. Robinson, Edward Ford, William Hardee, John Cummings and T. H. Tracy, of Toledo; L. B. Pierce, B. W. Fordyce and H. C. Christie, of St. Louis. The directors were increased from nine to eleven members and the new directors will be selected by the Cincinnati, Hamilton and Dayton and Pere Marquette interests, which have recently obtained large holdings in the road. William E. Robinson was elected president; L. B. Pierce, vice president; F. W. Coughlin secretary; E. A. Williams, Jr., treasurer; and T. H. Tracy, general counsel.

GUTHRIE, Ok., Oct. 14.—The El Paso, Mountain Park and St. Louis Railroad Company filed a charter with the secretary of Oklahoma today. It has a capital stock of \$7,000,000. Its incorporators are R. K. Kelley, M. Roberts, W. F. Bryan, B. H. Hilyer and A. Osborn. The office will be at Mountain Park, with branch offices at St. Louis and Oklahoma City.

AMERICAN,
OCT. 17, 1904

STEEL WORKERS GET
BIG CUT IN WAGES

The steel workers employed in the rail and sheet departments of the Illinois Steel Company's plant at South Chicago have been notified that when the present agreement expires, January 1, 1905, it will not be renewed. This means that the same reduction in wages and lengthening of the hours will prevail in South Chicago as in Joliet. Officials of the steel company say they believe the men will accept whatever terms are offered them as they have had no organization or union since 1901.

While the steel workers have no union are not affiliated with the United Amalgamated Association of Iron and Steel Workers, they still meet semi-monthly. Fortnightly Commercial Lodge met yesterday afternoon

and discussed the situation, but took no definite action.

Before and after the meeting members argued out what their wages would be when the "readjustment," as the steel company calls it, is made, and taking what their former colleagues at Joliet received as a criterion, they say that skilled workers who had been earning \$2,000 a year on an eight-hour basis, will be set back to the twelve-hour shift and their wages reduced to \$2,600 a year.

Other changes made at Joliet and anticipated in South Chicago are that expert helpers will be given additional furnaces to look after and their wages reduced from \$2,500 to \$100 a year. In the concurring department reductions averaging 25 per cent are expected, to conform with those in Joliet, aside from increasing the working time two and four hours a day.

PULLMAN COMPANY YEAR.

The report of the Pullman Company for the year ending July 31, 1904, presented at the annual meeting this week, shows a gain of \$1,660,000 in gross earnings, as compared with the year before, and an increase of \$1,420,000 in operating expenses, leaving an increase of \$240,000 in net earnings. The company earned 15 per cent on the outstanding capital stock. In the last four years, since the merger with the Wagner company, gross earnings have increased nearly \$10,000,000, and the number of passengers carried has increased from 7,752,876 in the year ending July 31, 1900, to 12,312,668 last year. The company now has a surplus in excess of \$18,000,000, equal to nearly 25 per cent on the capital stock, although 8 per cent dividends have been regularly paid. Details of operation compare as follows:

EARNINGS AND EXPENSES.

Yr. endg. July 31:	1904.	1903.	1902.	1901.
Total revenue.....	\$21,288,730	\$25,130,718	\$20,507,500	\$17,968,782
Expenses.....	12,894,169	10,290,469	9,372,584	7,258,169
Depreciation.....	2,318,874	2,730,234	1,908,063	1,850,002
*Paid outside.....	559,699	574,292	425,711	386,780
Total deduct.....	315,137,129	313,763,028	311,602,228	310,780,501
Surplus.....	9,069,491	9,437,667	8,504,674	8,787,721
Dividends.....	5,999,910	5,919,098	5,919,924	5,919,886
Surp. for year.....	3,211,025	3,487,710	3,341,750	3,266,325
Capital stock.....	7,180,000	7,180,000	7,180,000	7,180,000
Surplus end year.....	18,017,275	11,275,700	10,779,030	7,027,219

Net assets.....\$9,017,275 \$8,125,750 \$8,178,030 \$81,702,279
 Prof't earn on inv. 12 12 12 11 8
 *Proportion of net earnings of cars paid associated interests.

STATISTICS.

No. passengers.....	13,312,668	12,321,200	10,752,612	9,618,438
*Miles rpd.....	88,251	290,251	300,662	335,742
Mil. of rail r'd covered by contract.....	180,035	175,701	169,830	163,283
Units produced.....	222,838	222,846	219,416,021	216,121,750
Est. wages.....	391,260	338,811	218,089	330,887
At employees at Pullman.....	6,915	7,132	7,038	6,137
Wages \$1.10 1st Pullman.....	\$ 4,960,967	\$ 5,123,556	\$ 4,571,712	\$ 3,951,452
At wages per cent.....	722.05	690.30	641.51	607.32
Total No. employees.....	30,355	30,368	19,403	17,722
Total wages paid.....	\$14,570,913	\$12,137,292	\$10,635,788	\$ 9,511,831

President Lincoln's report, in addition to the above statistics, says that during the fiscal year contracts have been made with the El Paso & Northeastern Railway, El Paso & Rock Island Railway, El Paso & Northeastern Railroad, Gulf & Ship Island Railroad, Inter-oceanic Railway of Mexico and West Jersey & Seashore Railroad.

The old directors were re-elected without change.

NEWS IN RAILWAY CIRCLES

W. L. Smith Is Promoted by the Illinois Central Railroad.

Announcement has been made of the appointment of W. L. Smith as assistant to Second Vice President J. T. Harahan of the Illinois Central railroad. This office was created in place of the office of second assistant vice president, from which A. W. Sullivan resigned to become general manager of the Missouri Pacific road. Mr. Smith was born in Virginia forty-two years ago and has been in the railroad business one-half of his life. His first employment was as freight clerk for the Memphis and Charleston railroad. He continued in the employment of southern roads until 1883, when he was appointed commercial agent of the Illinois Central. Three years later he was given the office of assistant general freight agent, from which he was promoted to his present place. His office will be in Chicago.

TOLEDO, O., Oct. 14.—At the annual meeting of the stockholders of the Toledo Railway and Terminal Company today the following directors were elected: Willard F. Robinson, James J. Robinson, Edward Ford, William Hurdie, John Cummings and T. H. Tracy, of Toledo; L. B. Pierce, S. W. Fordyce and H. C. Christie, of St. Louis. The directorate was increased from nine to eleven members and the new directors will be selected by the Cincinnati, Hamilton and Dayton and Pere Marquette interests, which have recently obtained large holdings in the road. William F. Robinson was elected president; L. B. Pierce, vice president; F. W. Coughlin secretary; E. A. Williams, Jr., treasurer; and T. H. Tracy, general counsel.

OCTOBER, OK. OCT. 14.—The El Paso Mountain Park and St. Louis Railroad Company filed a charter with the secretary of Oklahoma today. It has a capital stock of \$7,000,000. Its incorporators are R. K. Kelley, M. Roberts, W. F. Bryan, E. Hillyer and A. Osborn. The office will be at Mountain Park, with branch offices at St. Louis and Oklahoma City.

STEEL WORKERS GET BIG CUT IN WAGES

The steel workers employed in the rail and sheet departments of the Illinois Steel Company's plant at South Chicago have been notified that when the present agreement expires, January 1, 1905, it will not be renewed. This means that the same reduction in wages and lengthening of the hours will prevail in South Chicago as in Joliet. Officials of the steel company say they believe the men will accept whatever terms are offered them, as they have had no organization or union since 1901.

While the steel workers have no union are not affiliated with the American Association of Iron and Steel Workers, they still meet semi-monthly. Former Commercial Branch met yesterday afternoon

and discussed the situation, but took no definite action.

Before and after the meeting members figured out what their wages would be when the "readjustment," as the steel company calls it, is made, and taking what their former colleagues at Joliet received as a criterion, they say that skilled workers who had been earning \$3,000 a year on an eight-hour shift, will be set back to the twelve-hour shift and their wages reduced to \$2,600 a year.

Other changes made at Joliet and anticipated in South Chicago are that expert fitters will be given additional furnaces to look after and their wages reduced from \$2,500 to \$2,000 a year. In the converting department reductions amounting 25 per cent are expected, to conform with those in Joliet, aside from increasing the working time two and four hours a day.

Why Railroads Are Doing Record- Breaking Killings

The Trusts Killed Competition and
Are Now Killing the Passengers.

injured in 1902.

Last year 9,984 were killed and 78,287 were injured on American railroads.

Four years ago 7,865 were killed and nine times as many were injured.

In 1898 the number killed was 5,485 and the injured were nine times as many as these.

Six years ago Congress passed laws compelling the use of automatic couplers and the airbrake was put on freight trains. In spite of this the death list grows.

Mile for mile we kill and injure ten times more people than they do on the railroads of France, Germany and England.

The American railroad death list has grown enormously and out of all proportion to increase of travel within four years.

Four years ago the railroads of the country began to form in groups, and two years ago the map of the United States was cut up in sections and the railroads in each group were placed under one control. That was the "community of interest" scheme that Messrs. Morgan, Hill and others evolved. It did away with "ruinous competition," and the shallow-pated understrappers delivered themselves of great chunks of wisdom on the splendid things that would come from this. You heard it from the after-dinner orator.

The community of interests plan was abandoned for the quicker and surer game of the trust, which, not content with stopping ruinous competition, killed competition.

With the growth and perfection of TRUST RULE IN AMERICAN RAILROADS THE LIST OF KILLED AND WOUNDED PASSENGERS AND EMPLOYEES GREW.

There is no penalty in loss of business now for letting the road become unsafe. One line may lose business, but the same people own the parallel line, and the money goes into the same hopper.

The other day thirty or forty people were killed on the Southern Railway near Knoxville, Tenn. You can't go to Knoxville or Chattanooga now from New York without using the Southern's line. Once it was different.

If you want to go to Washington and are not well treated on the Pennsylvania and take the Baltimore & Ohio you pay your money to the same owners.

If you hear that the Union Pacific is not giving good service and decide to go to San Francisco by the Southern Pacific you pay the fare to the same trust, for the Union Pacific crowd owns the Southern Pacific.

Fifteen years ago there was an awful wreck on a railroad running from St. Louis to Indianapolis. The loss of life was due to neglect of the railroad management. The road so suffered from loss of business to competing lines because of the advertising of its lack of safety that it went into a receiver's hands.

Now the favor or frown of the public counts for nothing. There is no competition.

If you go from one road to another you patronize the same trust under another name.

Old man Vanderbilt's public be damned policy is out of date. The Trust has gone him one better by abolishing the public as a free agent.

Because there is a competition-killing railroad trust there is the increased loss of life on American railroads. The Trust has destroyed the penalty for accident. The passenger must travel over its lines or walk—It is cheaper to have the accidents than to pay for the safeguards.

The favor of the public no longer counts. Ability to travel by a competing line is taken from him, and if in the rush for dividends by cheapening the cost of hauling him he is crushed to death the next passenger need not change his ticket to a parallel line. The same forces that neglected to bring the dead passenger through control the other road.

This is how the Railroad Trust is doing you. When it killed competition it began killing passengers.

More people were killed and injured on American railroads up to October 1, 1904, than were killed and injured on the same railroads during the same months of 1903.

More people were killed and injured on American railroads in 1903 than were killed and injured

PULLMAN'S FINE YEAR

Company Increases Earnings
During Fiscal Year.

THIRTEEN PERCENT

Old Directors Are Re-elected—Quarterly Two Per Cent Dividend Declared—President Lincoln's Report Shows Remarkable Increase in Railroad Business.

Gross earnings of the Pullman company in the fiscal year, ended July 31, were \$34,788,700, an increase of \$1,668,000 over those of the preceding year. The net earnings were \$8,661,600, or 13 per cent on the capital stock. The net earnings show an increase of \$243,900 over those of 1903. Operating expenses were larger, but the amount charged off for depreciation was smaller. The company's surplus for the year after the payment of 8 per cent dividend, was \$3,741,600, raising its total surplus to \$18,017,300, and its net assets to \$82,017,300.

Following is a comparison of the income account for the year ended July 31 with that of the preceding year:

	1901.	1902.	
Tot. revenue.....	\$24,788,729	\$23,120,713	\$1,668,016
Expense of operation.....	12,254,169	10,385,459	1,868,710
Depreciation on cars and reserve for depreciation.....	2,318,873	2,735,313	430,440
Dividends.....	5,619,975	5,219,988	399,987
Proportion of net earnings paid to associated interests.....	551,094	574,253	203,157
Tot. deduct.....	\$22,047,104	\$19,822,909	\$1,424,111
Net surplus.....	3,741,625	3,497,773	243,852
Previous surplus.....	14,275,749	10,778,029	3,497,719
Tot. surplus.....	\$18,017,374	\$14,275,749	\$3,741,625
Capital stock.....	\$4,000,000	74,000,000	.....
Net assets.....	\$8,017,374	88,275,749	3,741,625

*Decrease.

At the annual meeting last week the old directors were re-elected as follows:

Marshall Field, O. S. A. Sprague, Robert T. Lincoln and Frank O. Lowden of Chicago; Henry C. Hulbert, W. K. Vanderbilt, J. Pierpont Morgan, Frederick W. Vanderbilt and W. Seward Webb of New York, and Henry R. Reed of Boston. The directors will reelect the retiring officers.

Report of the President.

Robert T. Lincoln, president of the company, gave the stockholders the following general information in his annual report:

During the fiscal year contracts for the operation of cars were made with the El Paso and Northern Pacific, El Paso and Rock Island Railway, El Paso and Northern Railway, Gulf and Ship Island Railroad, International Railway of Mexico, Limited, and West Jersey and Seashore Railroad. The number of passengers carried during the year was 78,287,600, and the number of miles run was 409,531,882. During the previous year the number of passengers carried was 72,322,200, and the number of miles run was 389,534,418. This year, therefore, shows an increase of 8 per cent in the number of passengers carried and nearly 5 per cent in the number of miles run. The total mileage of railways covered by contracts for the operation of this company's cars was 350,625.

The value of the manufactured product of the car works of the company for the year was \$22,588,400 and of rentals \$204,800, a total of \$22,793,200, against \$22,266,600 for the previous year. The average number of names on the pay rolls at Pullman for the year was 6,000. The total number of persons in the employ of the company, in all departments, was 20,200, and the wages paid during the year was \$12,570,812. The number of employees for the previous year was 20,200, and the wages paid during that year \$12,500,000.

Previous to the stockholders' meeting the directors declared the regular quarterly dividend of \$2 per share.

KILLED BY STREET CAR

George Garrigues of Pullman Co. Meets Frightful Death.

YOUNG SON CRAZED AT THE NEWS

Deceased Was Walking Between Tracks on Fifteenth Street, Ap- parently Oblivious to Ap- proach of the Train.

The tramway killed another man last evening, this time one of the best of Denver's citizens. George L. Garrigues, assistant superintendent of the Pullman Palace Car company, was struck by a big Berkeley car, his skull was crushed and he died half an hour later without having regained consciousness. His 7-year-old boy was so grief-stricken at the news of his father being hurt that the family has refrained from telling him the whole truth.

The accident happened about 6:30. Mr. Garrigues had left his work at the union depot and was walking down Fifteenth street, either between the tracks or on the west track, deep in thought, and evidently did not hear the approaching

HERBERT GARRIGUES,
Brother of George L. Garrigues, Who
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car. Car No. 73 was coming down the street, inbound. The motorman, E. W. Banks, admits that he plainly saw Mr. Garrigues, but did not attempt to stop the car until he was almost upon the man. He claims that he rang his siren, turned on the air, dropped the fender and did all that the rules require should be done.

Mr. Garrigues was lifted from the ground and hurled violently to the street, by the force of the impact, his skull crushed terribly and internal injuries inflicted. Mrs. Garrigues, who had been summoned, did not reach him until he was dead.

It is only about a year since Mr. Garrigues came to Denver from Portland, Ore., but he had made many warm friends. He leaves a wife and three

JEWEL THEFT ON TRAIN; LOSS IS PUT AT \$4,000

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Car En Route for
Chicago.

Diamonds and other precious stones valued at \$4,000 were stolen Tuesday night from Mrs. H. D. Hirsch of San Francisco, who was traveling with her husband from Cleveland to Chicago in a Pullman sleeper. The loss was discovered yesterday morning as the train was entering Chicago. On retiring Mrs. Hirsch had placed the jewels in a chamois bag, which was secured in her berth in the top of a shoe. An hour before the arrival of the train in Chicago she was awakened by Mr. Hirsch, and soon afterward discovered the loss.

Instantly there was a commotion in the sleeper. Mr. Hirsch summoned the conductor and porter, and a thorough search of the section occupied by the Hirsches was made, but without avail. Mrs. Hirsch wept bitterly over the loss, not so much because of the intrinsic loss of the jewels, but because of their associations. Some of the articles were gifts from relatives now dead, and they were prized more dearly for that reason.

Tells of Stolen Jewels.

On their arrival in Chicago Mr. and Mrs. Hirsch were driven to the hotel by friends, where they recounted the mysterious disappearance of the jewels. Mr. Hirsch said he had no hope of recovering the valuables and was averse to reporting the matter to

the police. He was induced to visit detective headquarters, however, where he gave a description of the missing jewels, as follows:

- Solitaire brooch, 23 diamonds..... \$2,000
- Emerald ring with diamonds..... 500
- Diamond ring..... 500
- Ring, topaz and diamonds..... 200
- Ring of Russian gold beads..... 200
- Crest breast pin with pearls..... 200
- Miscellaneous articles of jewelry..... 200

Mr. Hirsch is a wealthy San Franciscan and a member of the Pacific Union Club of that city. He and his wife, both of whom are enthusiastic automobilists, came east a few weeks ago to witness the races at New York, Cleveland and other cities. Mr. Hirsch is of the opinion that a thief followed himself and wife from New York City, traveling in the same car.

INTER OCEAN OCT. 25, 1904

Pressed Steel Car.

The directors of the Pressed Steel Car company will meet the latter part of this month to act on the quarterly dividends on the preferred and common stocks, namely 1% per cent and 1 per cent, respectively. From the present indications these rates will be maintained, inasmuch as the dividends distributed to the common stockholders this year were earned in 1903.

Earnings during 1904 have suffered in consequence of the small demand for railroad cars. It is doubtful if the company this year has earned much more than the amount necessary to pay the dividend on the preferred stock, which requires \$475,000 annually, while in 1903, in addition to the preferred dividends, the company carried about 14 per cent on the common stock.

If there is any curtailment in the dividend on the common stock it would naturally take place during 1906, in which year, according to the custom of the directors, the surplus earnings of 1904 would be available for such purpose. It looks as though the surplus after preferred dividend for 1905, however, will be rather insignificant, and if such is the case a reduction in the common dividend in 1905 would not cause a surprise in Wall Street.

INTERNATIONAL RY. JOURNAL OCT. 29, 1904

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Car Building More Active.

A high official of the Pullman Co. says the effect of a big corn crop is beginning to tell on the car-building industry. New orders are coming in. The company have about 1,500 men at work, about 25 per cent of their force in normal times. The sleeping-car end of the business is said to have been enormous.

Will Push Work on Car Shops.

Wilson Butler, vice-president of the Simplex Railway Appliance Co., Montreal, Canada, announces the intention of his company to go ahead with the extensive works planned to be erected in Lachine, where they purchased some time back 43 acres, with a frontage of 3,000 feet on the canal, for the purpose. Their car works will consist of a group of 15 buildings. Their plant will have a capacity of turning out 25 cars daily, besides many kinds of railway appliances, and they will find employment for 1,500 hands.

Mr. Butler stated in an interview that he did not think their construction work for the new plant could be started till next spring, when they will begin grading. If orders were received, the company also intended to build steel cars. He did not know whether Canada was ready to use steel cars to any extent, but they intended to put all kinds of structural steel on the market, and will have a capacity to manufacture steel cars whenever orders for them came in. The company, he further stated, would get all their material in the Dominion, if it were at all possible to do so.

It is understood that the company will fill some of the orders for Grand Trunk Pacific rolling stock, and they consider the outlook for business sufficiently good to justify the erection of a plant.

INTER OCEAN. OCT. 24, 1904.

Labor Journals throughout the country are classing the Pullman company among the concerners that have returned to longer hours. That is a mistake. The Pullman company recently adjusted piece work prices so that it meant a considerable reduction in wages to the class of workmen who are still operating on the nine hour basis. It made no agreement with labor unions whenever orders for them came in. The company, he further stated, would get all their material in the Dominion, if it were at all possible to do so. It is understood that the company will fill some of the orders for Grand Trunk Pacific rolling stock, and they consider the outlook for business sufficiently good to justify the erection of a plant.

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- Emerald ring, with diamonds..... 500
- diamond ring..... 500
- ring, turquoise and diamonds..... 200
- ring, Roman gold..... 200
- precious brooch set with pearls..... 500
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Will Push Work on Car Shops.

Wilson Butler, vice-president of the Simplex Railway Appliance Co., Montreal, Canada, announces the intention of his company to go ahead with the extensive works planned to be erected in LaCrosse, where they purchased some time back 43 acres, with a frontage of 3,000 feet on the canal, for the purpose. Their car works will consist of a group of 12 buildings. Their plant will have a capacity of turning out 25 cars daily, besides many kinds of railway appliances, and they will find employment for 1,500 hands.

Mr. Butler stated in an interview that he did not think their construction work for the new plant could be started till next spring, when they will begin grading. If orders were received, the company also intended to build steel cars. He did not know whether Canada was ready to use steel cars to any extent, but they intended to put all kinds of structural steel on the market, and will have a capacity to manufacture steel cars whenever orders for them came in. The company, he further stated, would get all their material in the Dominion, if it were at all possible to do so.

It is understood that the company will fill some of the orders for Grand Trunk Pacific rolling stock, and they consider the outlook for business sufficiently good to justify the creation of a plant.

INTER OCFAN.

OCT. 24, 1904.

Labor journals throughout the country are clamoring the Pullman company among the classing that they have returned to longer hours. That is a mistake. The Pullman company recently adopted piece work prices so that it meant a considerable reduction in wages to the class of men who do not have any surplus on the nine hour basis. It made no agreement with labor unions when it returned to that, too, has been misunderstood because, as a matter of fact, it does not have any surplus, except for the reduction in wages of the men who work by the piece, the condition of the same class as they have been for the past year or two. According to Vice President Wickes of the company there is no intention of in-

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avenue. Mr. Garrigue entered the railroad service when a boy. He had served as stenographer in the vice president's office in the Pullman office in Chicago and had been superintendent of a division himself.

Herbert, a brother, will be here from Kansas City tomorrow to take charge of the body, which will be taken back to that city for burial.

nine hour day has been satisfactory.

These recent changes in the working conditions in the shops of the big corporations have a deeper significance than appears on the surface, more especially at this time, when there is such a strong agitation in favor of an eight hour day. It should be said in this connection that the Harvester company has not gone back to sixty hours a week, as was the case before the organization of the employes, but concedes one hour less in winter months and five hours off during the summer months, making the average working week fifty-seven hours.

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TRIBUNE.
NOV. 1, 1904

New Canada Car Company.

Advices from Montreal are to the effect that the Canada Car company has been incorporated there with a capital of \$5,000,000. W. P. Coleman, president and general manager of the company, announces that a large plant will be erected at once near Montreal, to be in operation next summer. It will have a capacity of 25 wooden, 15 steel, and 15 passenger coaches a day.

INTER OCEAN.
NOV. 5, 1904.

STEEL CARS TO OUST PULLMANS

All Metal Coaches Expected to Replace Those Now in Use.

Special Dispatch to The Inter Ocean.
NEW YORK, Nov. 4.—An official of the Standard Steel Car company, which has completed an all metal car designed for use in the postal service, declares the company will enlarge the scope of steel cars until they replace Pullman, baggage, mail, express, and day coaches on many roads.

In this new use of steel, interests identified with the Standard Steel company hope to create an industry of magnitude. They believe the outcome is certain to be successful.

EXAMINER.
NOV. 29, 1904

NEW SLEEPING CAR SERVICE TO EAST

Big Four and Chesapeake and
Ohio Complete Deal for
Capital Travel.

The Big Four and Chesapeake & Ohio Railroads have inaugurated a through sleeping car service between Chicago and Washington, D. C., the car being attached to the train leaving Chicago at 1 o'clock every afternoon.

The new service is the result of a popular demand for through service from Chicago to the Southeast over the scenic line the route of the Chesapeake & Ohio being through the most rugged mountain scenery.

GOULD PLANS A SQUASH COURT ON ROOF OF HOME

Section of Millionaire's House to Erect
\$7,000 Playground.

New York, Nov. 28.—Plans have been filed with Building Superintendent Hopper for a fire-proof squash court, to be erected on the roof of Frank J. Gould's town house, 234 Fifth avenue.

It is to be thirty-six feet long, eighteen feet wide and twenty-three feet high, with walls of terra cotta, a peaked skylight of white glass and a facade of copper and crimped ornamental iron.

The sides will be fitted with swinging windows of wire netting, and the playing score and walls will be made of mastic. It is to be furnished with electric lighting fixtures.

The cost is estimated at \$7,000.

JOURNAL.
NOV. 29, 1904

PERISHES IN PULLMAN FIRE

One Man Burned to Death and Nine Narrowly Escape in St. Louis Explosion.

ST. LOUIS, Mo., Nov. 29.—Following an explosion in the Pullman Palace Car company's headquarters building, one man was burned to death and nine others had narrow escapes.

The dead man is believed to be Edward Sheehan of Jersey City, N. J.

Ten conductors and porters at least were asleep on the second floor of the building. There may have been more, and it is feared other bodies will be found.

AMERICAN.
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INTER OCEAN.
NOV. 30, 1904

LORENZO M. JOHNSON DEAD.

Chicago Capitalist Dies, Doing Business Trip to Pennsylvania.

Lorenzo M. Johnson, a Chicago capitalist, and president of the Pittsburgh, Shawmut & Northwestern railway, died yesterday at Mango, Pa., where he had gone ten days ago on business.

While Mr. Johnson's family resides on Sheridan road in Wyandotte, and that suburb is given as his summer residence, he spent but little of his time there, being obliged by his railroad interests to travel a great deal. He spent the winters at the American club in the City of Mexico.

Mr. Johnson was a graduate of the Sheffield scientific school at Yale, and after coming West rose to the position of vice president and general manager of the Cairo & St. Louis railroad. Later he was associated with the C. P. Huntington railroads in Mexico, at one time holding the position of general manager of the Mexican International railway.

Mr. Johnson was a member of the Chicago, Owenite, and Chicago Literary clubs, the American Society of Civil Engineers, the American club of the City of Mexico, and the Western Society of Civil Engineers. He leaves a wife and two daughters, Misses Lesley and Dorothea.

NEWS.
NOV. 3, 1904.

SAYS PORTER KEPT CHECK.

Passenger on Pullman's Sleeper Loses Paper Containing for \$5,000.

Trusting to the honesty of a Pullman porter to return a check for \$5,000, he asserts, Theophilus Stromsky, a well-to-do farmer living near St. Louis, rode on a Chicago & Alton passenger train almost to Chicago before he made an investigation.

This morning at the Desplaines street police station he told Inspector Wheeler that he found the man he believed to be the porter and attacked him. The struggle caused an uproar in the Pullman sleeper and in a short time Stromsky overpowered the supposed porter and was rapidly choking him into unconsciousness when other passengers and members of the train crew interfered. Stromsky was taken to the office of Special Agent William Crane when the train arrived in Chicago last evening and after an interview was taken to the Desplaines street station, Mr. Crane asserting that he believed the man's story would bear investigation. Stromsky slept at the police station last night.

Stromsky, he said, boarded the Chicago & Alton special at St. Louis. He tendered his ticket, he asserts, and was then told to pay an additional \$3. He had no money but the \$5,000 check, and, he asserts, ignorant of what he should do, tendered the paper to a porter. He said the check number was 4677.

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EXAMINER.
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**VANDERBILTS LOSE
NEW YORK CENTRAL**

**Pool Interests With Rockefeller With
Stillman as Trustee.**

New York, Nov. 30.—The New York Central is no longer a Vanderbilt road. The Vanderbilt and Rockefeller holdings in the great railroad has been pooled and placed in the hands of James Stillman as trustee. Stillman is the president of the National City Bank—the head of the Rockefeller chain of banks—and he is also the first of the Rockefeller lieutenants in railroad and other investments.

At the Waldorf last night among the men who know most of railroad and stock affairs this news was regarded as the culmination of the long knoche movement by which the Rockefellers were gaining the control of the keystone of the Vanderbilt system.

**MOREY TO HANDLE ALL
THE MANISTEE TRAFFIC**

**Reorganization Puts Chicago Man at
Head of M. & G. R. Ry.**

Charles H. Morey, a well known Chicago railroad man, has been appointed traffic manager of the Manistee & Grand Rapids Railroad Company, and will commence active duty on the first of the year, with headquarters at Manistee, Mich.

Mr. Morey was formerly connected with the Railroad Association in this city. The company controlling the Manistee line has been reorganized and Mr. Morey will have full charge of the traffic department.

**WESTERN ROADS TO
MIT PASS ISSUE
AFTER JAN. 1.**

**New Agreement Will Make It
Harder for Politicians and
Their Friends to Travel Free
Over Country on Railroads.**

During the coming year passes over Western railways will be an extremely rare commodity as the result of an agreement among officers of the interested lines promulgated yesterday. The compact is signed by executive officers of seventy-five Western railroads, and it knocks out many old standing privileges.

The first paragraph of the agreement states that the intent is to prohibit the issuance of free transportation for the purpose of influencing or securing freight or passenger traffic. During the next twelve months, from January 1, all applications for passes of whatever nature shall be passed upon in an executive committee of eleven high officers representing roads terminal at the following points: Chicago, St. Louis, Houston, Kansas City, Omaha, St. Paul and Denver. This general executive committee shall have power to appoint sub-committees to pass upon applications. Hence to city officials and their friends will also be curtailed.

Each road shall be required to keep a record of passes issued, and report same to the executive committee.

Passes to stock yards companies will be limited to three executive officers, general managers, officials and sales agents.

TRIBUNE.
NOV. 21, 1904

STEEL POSTAL CARS.

Chicago, Nov. 20.—[Editor of The Tribune.]—I was reading an editorial in your valued paper a few days ago headed "Steel Instead of Wood," which referred to the building of steel cars. The article started off by saying that a steel company had built an all metal car designed for the railway postal service, and would be much pleased if it could get an order for a number of them.

I was a stockholder in, and attorney for, the American Fireproof Steel Car company (now out of existence) that, way back in 1890 or 1891, built probably the first successful steel railway postal car and sold it to the Monon route. This car ran between Chicago and Louisville for a great many years, and I think is still running that route, although I believe the outside covering of steel has been removed and a casing of wood put on. I still have in my possession the patents under which these cars were made. I had, and think I still have, in my possession several testimonials from the Monon officials in regard to the car. They pronounced it the best postal car that had ever been put on the road, it being the safest and pleasantest for the train men. It went successfully through a number of wrecks without any mishaps other than the breaking of the steps or platform.

We built a number of freight cars, but were unable at that time to get the railroads to buy them, or even to rent them without purchase or rental, for the reason, as they then expressed it, that neither they nor adjoining roads had any shop facilities for repairing steel cars—their shops only being fitted for repairing wooden cars. I think, therefore, that these cars all died of dry rot.

I am glad to see that you are again advocating steel cars, especially for postal service.

JOSHUA CHATTT.

RY. REVIEW.
NOV. 12, 1904

A Steel Postal Car.

The Standard Steel Car Co., of Pittsburg, has been building, at its plant at Butler, Pa., a steel postal car. It was expected to have this completed in time to be exhibited for a few weeks, at least, at the St. Louis Exposition. It is understood that the United States postoffice department has co-operated to some extent in designing the car; and it is well known that the department is very desirous of providing for the greater security of railway mail clerks. The builders believe, also, that steel passenger coaches, express cars, etc., are coming, and this has been kept in view in designing this postal car.

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No. 50.

FREDERIC WM. SCOTT

GEORGE J. SEAY

MEMBERS } NEW YORK STOCK EXCHANGE
NEW YORK COTTON EXCHANGE.

Scott & Stringfellow,

BANKERS,

1102 EAST MAIN STREET,

RICHMOND, VA.

A

AMERICAN CAR AND FOUNDRY COMPANY.

During the last twenty months the railroad companies of the country generally have had so little money and such poor credit that they have bought a small part of the locomotives and cars that they needed. The investors of the country, for lack of confidence or for other reasons, refused to buy any kind of railroad securities to such an extent that we saw officers of railroads of the highest standing and credit go to Wall Street with tears in their eyes and beg the bankers to loan them money on gilt-edged securities for twelve, eighteen, and twenty-four months, at pawnbrokers' rates, in order to supply themselves with funds to pay for improvements already contracted for.

All that, however, has changed. Investors have recovered their equilibrium and normal condition of intelligence, and are quite naturally and wisely in the market for the purchase of good securities.

All railroads in a healthy financial condition can borrow whatever money they need, and they are doing so daily. They are using this money for the purchase of rails and equipment.

One of the largest railway equipment companies in the country is the American Car and Foundry Company, to which we have had our attention called. This Company has been managed in such a way since its organization in 1899 as to make its managers justly feel proud of its past history.

Since it was organized, profits in the sixty-two months have amounted to \$31,381,000. Equivalent to almost exactly \$500,000 per month. Regular dividends of 7% on the Preferred Stock have been paid since organization, amounting to \$10,420,000, leaving a balance of \$20,961,000, equivalent to about 70% on the Common Stock, or 14% per annum.

Of this there has been spent for New Construction \$1,537,000, and there has been deducted for Repairs and Renewals \$4,203,000, a total of \$5,741,000, which deducted from \$20,961,000 leaves a balance of \$15,220,000, and out of this enormous amount there was paid in dividends on Common Stock only \$3,000,000 (2% in 1901 and 1902, and 3% in 1903 and 1904), leaving the balance (over \$12,000,000) in the treasury of the Company.

This is surely sufficiently conservative to satisfy the most critical investor.

The original Working Capital of this Company was \$5,358,000, but by retaining in the treasury two-thirds of the profits from operation there has since been added to the cash working capital \$9,269,000, making a total balance of current assets over liabilities of over \$14,627,000. In addition there has been added to "Properties and Plants" \$4,738,000, without any increase in securities of the Company except the issue of \$910,000 each of Preferred and Common Stocks which were in the treasury at organization.

The financial condition of the Company is beyond criticism. The total liabilities are for "pay rolls" and "vouchers for material" not due, amounting to \$2,823,000, and against this there is on hand—

Cash - - - - -	\$ 4,089,000
Accounts and notes receivable - - - - -	5,527,000
Inventories of material on hand at cost - - - - -	6,034,000
Stocks and Bonds of other companies at and below cost - - - - -	<u>1,800,000</u>
	\$17,450,000

Where can this be excelled?

The Company has no bonds.

By reason of the nature of the business of building cars, this Company finds it necessary at times to take in payment for cars equipment notes of railroad companies. These notes, although very safe and

promptly paid, often have to be carried by the Company for a long time, and it is for this reason that such an enormous cash capital is required.

Now we come to a very important feature of this subject, and that is the operation of the Company since May 1st, 1904, at which date was closed the last annual report. As we said early in this circular, during the last twenty months railroads had no money and little credit. They could not buy cars, consequently the orders for cars were fewer and fewer, until during the summer it looked as if the car-building business was about to cease to exist. During May, June, July and August, the profits were only \$790,000, and as the dividend of 7% on \$30,000,000 Preferred Stock required \$700,000 for those four months, there was a balance over of only \$90,000.

Along during September, however, a change took place. Money became "easy," confidence returned, and the railroad companies raced to get in their orders for cars ahead of their competitors. We understand that most of the plants of the American Car and Foundry Company already have orders booked for six months ahead!!

There is outstanding \$30,000,000 of Preferred Stock of this Company. The Company has net current assets of \$14,627,000, which is equivalent to \$48.75 for each share of Preferred Stock. The Company has Real Estate, Plants and Properties carried on the books at \$57,600,000. If we value these at 30 cents on the dollar, they would be worth \$17,280,000, which is equivalent to \$57.60 for each share of Preferred Stock. \$48.75 added to \$57.60 is \$106.35. On this basis the Preferred Stock is intrinsically worth \$106.35, and has paid 7% dividends per annum quarterly ever since the organization of the Company, March 1st, 1899. It is to-day quoted at 91, and the next dividend is due in February, 1905.

The Common Stock is quoted at 31½. The last dividend paid on it was one-half of one per cent. in May, 1904. The August and November dividends were passed.

We do not personally know any of the officers or directors of this Company, but we have made some inquiries lately, and hear them well spoken of, not only as to character, but as to business and administrative ability.

We do not in this article recommend our customers either to buy or sell the Common or Preferred Stock of the American Car and Foundry Company. It has been the custom of this firm for years to make at various times studies of railroad, industrial and municipal corporations, and present the facts as they appear to us to our clients and correspondents for their consideration and action. We leave it to them to draw their own conclusions.

We have during the last year issued the following circulars, copies of which we will be glad to send to our correspondents at their request:

- No. 43, "Business of the Country."
- No. 44, Atlantic Coast Line (with Map).
- No. 47, Louisville & St. Paul.
- No. 48, Canada Southern.

Richmond, Va., December 17th, 1904.

SCOTT & STRINGFELLOW.

C

AMERICAN CAR AND FOUNDRY COMPANY.

Year ended April 30th—	1904.	1903.	1902.	1901.	*1900.
Total Earnings, - -	\$ 5,585,000	\$ 8,447,000	\$ 5,503,000	\$ 5,015,000	\$ 6,831,000
Dividends, - - -	<u>3,000,000</u>	<u>3,000,000</u>	<u>2,700,000</u>	<u>2,679,000</u>	<u>2,036,000</u>
Surplus Earnings, -	2,585,000	5,447,000	2,803,000	2,336,000	4,795,000
Renewals, Repairs, New Construction, etc., -	<u>1,088,000</u>	<u>1,386,000</u>	<u>1,208,000</u>	<u>958,000</u>	<u>1,096,000</u>
Balance, - - -	1,497,000	4,061,000	1,595,000	1,378,000	3,699,000
Current Assets, - -	17,450,000	27,024,000	20,948,000	15,937,000	15,933,000
Current Liabilities, - -	<u>2,823,000</u>	<u>13,354,000</u>	<u>13,396,000</u>	<u>7,563,000</u>	<u>7,266,000</u>
Working Capital, - -	\$14,627,000	\$13,670,000	\$ 7,552,000	\$ 8,374,000	\$ 8,667,000

* Fourteen Months.

D

Forty-second street not only the New York Central lines, but the New York New Haven & Hartford lines as well, through a well-lighted tunnel on cars propelled by electricity. And now, as a further adjunct, it is announced by the New York New Haven & Hartford that its shore line from the Harlem River at One Hundred and Twenty-ninth street, now a double track, devoted to the steam haulage of freight and passengers, will be converted into a six-track line, with two tracks still reserved for steam traction and four tracks which will be used by the electric trains as far as New Rochelle junction. This, however, cannot be the end, since with this country once opened for settlement in the way that such a project will operate, the enlargement and electrification must extend indefinitely.

For the last 25 years attempts have been made to carry a tunnel under the Hudson River at Christopher street, and the fruition of this idea will soon occur in the completion of the New York and New Jersey tunnel, with a Manhattan terminus in the neighborhood of Greenwich street, and with its New Jersey end in close contact with the Delaware Lackawanna & Western and the Erie railroads. By means of this tunnel passengers from both these railroads, which do a tremendous suburban business, will be enabled to reach the upper part of the wholesale district; but, although the tunnel will be fully occupied and is a highly necessary part of any scheme, it never can serve more than a small proportion of the travelling public who reside in New Jersey and earn their living in New York. It involves the unloading of passengers from the D. L. & W., and the Erie into street cars, and another transfer on Manhattan for those whose destination is beyond convenient walking distance. Hence this tunnel can be little more than a makeshift for the present, until it is brought into close relations with some north and south submerged line. This is contemplated in the proposals mentioned as having been made by the elevated railways and the surface railways of Manhattan, and another proposal has been offered by the tunnel people themselves, who are willing to build a connection from the Pennsylvania Railroad terminal in Thirty-fourth street, down the west side of the city, to Cortlandt street, and again under the Hudson River to the southern end of Jersey City.

At the present time, the railways terminating at or in the neighborhood of Manhattan have performed little to hold the suburban service already belonging to them, but the time will surely come when they must work seriously toward this end, or else be prepared to surrender much of this business. The Pennsylvania Railroad has made a great move, which is closely followed by the New York Central and the New York New Haven & Hartford, but there has been only slight effort on the part of any of the other railways landing in New Jersey or elsewhere, and it is evident that some radical moves must soon be made. Obviously, more tunnels will be required under the Hudson River, since the idea of a bridge road, and the New York and New Jersey tunnel now approaching completion should be restricted to and will be fully occupied by the street cars of Jersey City and Hoboken; and even the additional tunnel proposed by them at Cortlandt street, with a Manhattan connection between the two, is little likely to have a capacity greater than is required by the aforesaid street car lines. At this moment of writing, however, the Delaware Lackawanna & Western has incorporated a tunnel company, and when its high financial condition is remembered there is little difficulty in foreseeing that the mere force of circumstances will impel the construction of a line under the Hudson River. The Baltimore & Ohio, the Central Railroad of New Jersey and the Erie, all of them, do or are capable of furnishing a great suburban service, and a knowledge of such matters indicates that they cannot work toward the outside a terminal in New York City, that one which provides first for the present demand will retain a great advantage. In any other city in the country, probably, there would be a great union tunnel arranged for, which would be equally to the advantage of the railways and the traveling public, but the course of events in New York seems to follow lines different from those which obtain elsewhere, and instead of a publicly discussed, well-discussed policy, one or another conflicting interest obtains some advantage in turn, which does not always seem to be strictly in line with the public needs.

The existing powers of the Rapid Transit Commission seem not large enough to bring them into this great question and the present personnel of the commission is not well suited to the work. But there should be a legally constituted body, whose duty it would be to receive the favorable consideration of the railways and whose authority would lead to the general entrance of all railways now stopped by the rivers, upon the Island of Manhattan.

THE NEW HAVEN'S MERCHANTS' LIMITED TRAIN.

The New York New Haven & Hartford has recently placed in commission two complete new Pullman trains in its "Merchants' Limited" 5-hour service between New York and Boston. The trains leave either terminal at 5 p. m. and run by way of the Shore Line, stopping only at New Haven, New London and Providence. Each train consists of a combination baggage and parlor car, a dining car, three parlor cars and a buffet stateroom observation car.

The entire train is Pullman standard construction throughout—wide vestibules, steel platforms, anti-telescoping device, and all modern safety appliances. The walls of saloons are covered with white enameled tiling. The train is



THE NEW HAVEN'S "MERCHANTS' LIMITED" TRAIN—PARLOR CAR.

lighted electrically from a dynamo in the baggage compartment, with gas as an auxiliary light. The dynamo also furnishes the power for the electric fans which are in each car. Storage batteries furnish current for light and fans when the locomotive is detached, cutting off steam supply for the engine-generator set. This system was installed by Westinghouse, Church, Kerr & Co.

The combined baggage and parlor car contains a baggage compartment 36½ feet long, in the forward end of which is installed the engine and dynamo furnishing electric light for the entire train. The parlor is 29 feet long, finished in beautiful vermillion wood, ornamented with simple marquetry lines; this room is furnished with 16 revolving chairs, richly upholstered in dark green plush; the carpet of a corresponding color.

The dining car has 10 tables, affording seating capacity at one time for 40 people. The kitchen and pantry are large and commodious, and furnished with every facility in the way of refrigerators, lockers, dish racks, etc. The interior of the car is a radical departure from the conventional and is strikingly beautiful, owing to the dignity and simplicity of design; the treatment is in the "new art" style. The finish is a dark vermillion wood, beautifully figured; the walls and wainscoting are carried up to a broad flat beamed and paneled ceiling of the same rich wood. The openings are framed in quiet, dignified lines, and are enriched with flat carvings and marquetry. The side windows are of clear leaded glass, and are set higher from the floor than in an ordinary car,

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The entire train is Pullman standard construction throughout—wide vestibules, steel platforms, anti-telescoping device, and all modern safety appliances. The walls of saloons are covered with white enameled tiling. The train is



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lighted electrically from a dynamo in the baggage compartment, with gas as an auxiliary light. The dynamo also furnishes the power for the electric fans which are in each car. Storage batteries furnish current for light and fans when the locomotive is detached, cutting off steam supply for the engine-generator set. This system was installed by West- ousehouse, Church, Kerr & Co.

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giving more of a room effect, and, while the view from the interior is unobstructed, it prevents a view of the tables from the outside. Under each window is a niche for holding condiment bottles, etc. The lighting effect is especially worthy of note. Over each table is a dainty candelabrum, and recessed into the panels between the tables are lamps of beau-

in the "modern style;" the walls and ceilings of smoking room, etc., are finished in a beautifully figured koku wood of dark and light browns, the wainscoting being carried up to the lower deck, which is beamed and paneled, and is finished flat in place of the usual curved outline, as is also the upper deck, giving the car a roomy and novel effect. The detail-



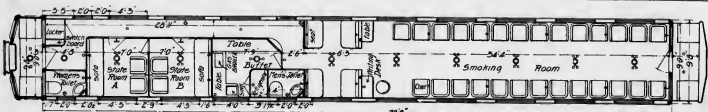
THE NEW HAVEN'S "MERCHANTS' LIMITED" TRAIN-SMOKING ROOM.



THE NEW HAVEN'S "MERCHANTS' LIMITED" TRAIN-DINING ROOM.

tiful design; the ceiling lamps, one of which is placed in each panel of the ceiling, are of special pattern in harmony with the design of the car; the lamps and trimmings are all in verde antique finish, which gives a pleasing contrast to

of casing around the window openings are worked out with softly modeled moldings in graceful outlines, enriched with marquetry in color. The transoms of side windows and upper deck are glazed with an effective design of leaded glass

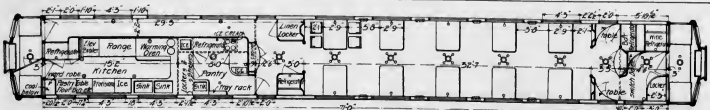


THE NEW HAVEN'S "MERCHANTS' LIMITED" TRAIN-PLAN OF STATE ROOM AND SMOKING CAR.

the rich vermilion wood. The chairs are upholstered in green Spanish leather.

The buffet-stateroom-observation car contains two staterooms, which can be used either separately or en suite; each room is furnished with two easy chairs and a comfortable

sofa extending across the room. The parlor or smoking compartment has two sections, accommodating four persons each, separated by an arch from the balance of the room, which is furnished with a writing desk, table and 28 movable chairs, upholstered in Spanish leather. The design of this car is



THE NEW HAVEN'S "MERCHANTS' LIMITED" TRAIN-PLAN OF DINING CAR.

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style; the woods used for these rooms are Tonquin and St. Jago mahogany specially selected for beauty of figure and color.

The parlor cars are finished in vermilion wood, rubbed to a dull finish and embellished with light marquetry lines of

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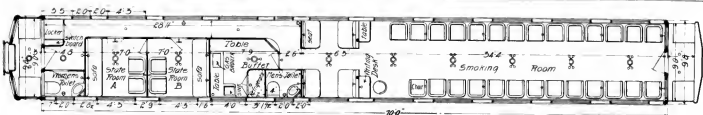
THE NEW HAVEN'S "MERCHANTS' LIMITED" TRAIN-SMOKING ROOM.



THE NEW HAVEN'S "MERCHANTS' LIMITED" TRAIN-DINING ROOM.

of casing around the window openings are worked out with softly modeled moldings in graceful outlines, enriched with marquetry in color. The transoms of side windows and upper deck are glazed with an effective design of leaded glass

in browns and olives; the carpets and leather upholstery are in the same soft tones; the lamps and hardware trimmings are in old gold. A striking feature of this room is its simplicity, and the absence of all useless moldings or carving. The staterooms are finished in the same simple and dignified

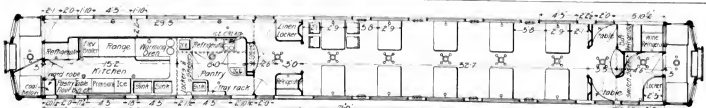


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sofa extending across the room. The parlor or smoking compartment has two sections, accommodating four persons each, separated by an arch from the balance of the room, which is furnished with a writing desk, table and 25 movable chairs, upholstered in Spanish leather. The design of this car is



THE NEW HAVEN'S "MERCHANTS' LIMITED" TRAIN-PLAN OF DINING CAR.

style; the woods used for these rooms are Tonquin and St. Jago mahogany specially selected for beauty of figure and color.

The parlor cars are finished in vermilion wood, rubbed to a dull finish and embellished with light marquetry lines of

various colored woods; the treatment is of colonial design. Each car is furnished with 34 luxurious revolving chairs, upholstered in rich green plush; the carpets are of the same color, and the ceilings are in soft olive tones enriched with relief ornament and high lighted in dull gold. The deck and gothic lights are of beautiful leaded art glass. The total cost of this new equipment is about \$200,000.

THE CARE OF LOCOMOTIVE BOILERS.

BY M. E. WELLS.

III.

If I am making a trip on an engine to demonstrate to the engineer that his engine can go over the division without leaking, I want first to know the general condition of the tubes. If they are in fair condition, then I want to know how they came in from the last trip. If they came in leaking, I want to know that the leaky ones have been retightened in the tube sheet and the heads laid up again. Then

As a general rule, every opportunity must be improved to put water in while the engine is working steam; and if this is done it will surprise you how little it will be necessary to put in while steam is shut off. This is a simple remedy to keep tubes from leaking on the road. To state this in another way, it is just merely a question of keeping the top and bottom tubes as near the same temperature as possible. I said to start with that in order to make this trip successful the tubes must all be open, and they must be kept open as far as possible. So the fire must be kept down in the firebox, in order not to cover up the bottom tubes in shallow fireboxes. If the bottom tubes are stopped up or become covered by a dirty fire, the chances are that there will be some leaky tubes, for the very simple reason that when the engine is not using steam the injected feed water goes to the bottom at a much lower temperature than the rest of the boiler; and if no heat is passing through the lower tubes the result is the inevitable cooling of them.

When the engine-men have made a successful trip their duty does not stop when they have whistled into the division

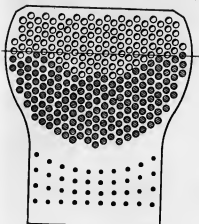


FIG. 1.

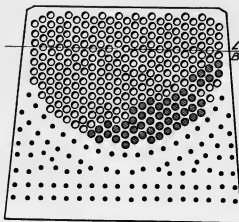


FIG. 2.

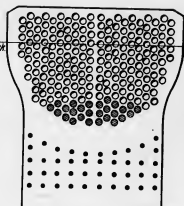


FIG. 3.

CARE OF LOCOMOTIVE BOILERS—LEAKY TUBES SHOWN BY HATCHED SECTION.

I want to know that every tube is open. With the tubes in this condition, I have no hesitancy in saying that they can go over any division successfully. When we back out of the roundhouse I ask the engineer how much water he wants to leave town with. If he needs more, I tell him it wants to be put in while he is going through the yard to his train, and not after he gets there. One-half, or not to exceed two-thirds, of a glass of water is plenty, and the best runners I know follow this practice. This idea of filling a boiler clear up out of sight and then having water going to the cylinders for the first half mile you make is bad for valves and cylinders, and especially bad for the boiler while you are filling it up standing still. If the fireman is on to his job and has the proper fire, the injector can be put on very soon after the throttle is opened. The old practice of filling the boiler while standing at stations and then pulling out and going two or three miles before putting the injector on is not good. We thought it was all right at one time, and practiced it under the delusion that we were saving coal. It is the damage to the boiler that we are considering at this time, so we must go on with our trip. The injector is to be set to supply the boiler, so that when we shut off and stop it will not be necessary to fill up. All that is necessary to prevent waste at the pipe is for the fireman to understand that the injector is not to be worked while steam is shut off, and to handle his fire accordingly. As I have said before, the old-time fireman used to do just this thing when firing an engine with the old crosshead pump, because then, when the engine stopped, he could not put water in the boiler to take care of some fuel he had put in the firebox at the wrong time. Going back to our trip—we make our first stop, perhaps, to head in on a sidetrack. The fireman knows the injector is to be shut off very soon after the throttle is shut, and he fires accordingly. But the injector is to be worked while pulling the train in on the sidetrack.

The fireman must keep his fire up, and they must figure on having as near a glass of water as possible, when they arrive at the clinker pit; and this should be done, if possible, before they get in or when moving around the yard going to the house. No water should be put in the boiler after it arrives on the clinker pit, if it can be avoided. But if it is necessary to put water into the boiler when not working steam, a good fire should be made and the blower worked while the injector is on. Even under these conditions no injector should ever be allowed to work and fill the glass full out of sight, as is often done when engines are being herded under steam. Leaky tubes are very often caused by engines lying around on sidetracks on local or work trains, or by herding construction engines at night, or herding engines around a roundhouse, waiting to get them dirty fires. If an engine comes in off the road in this condition and it is necessary to herd it outside, the fire should be cleaned down just as if it was going out on another run. The practice of filling boilers with the injector after the fire is out and the engine is placed in the roundhouse is very bad.

Tubes leak, as shown in Fig. 1, on a new engine, or when the tubes are all worked uniformly, when both injectors are put on and left to fill the water glass more than full. It is seldom that tubes leak badly above the center line of the boiler, where the boiler checks are located, although they do sometimes; but if they do, the bottom tubes generally leak first. I have seen in very rare cases a few tubes leak above the center line. It is a general fact, beyond any question, that the bottom tubes do the leaking, and it is also a fact that the principal reason is the constant variation in temperature that they are subjected to. The most common way for tubes to leak or start to leak is shown in Fig. 2. This is the way they will generally leak

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FAIR PLAY IS KEYNOTE OF PRESIDENT'S MESSAGE

THE expenses of government must be kept down to a minimum. Labor unions, wisely conducted, are often necessary and should exist, but violence or wrongdoing on their part must be suppressed determinedly.

A stringent employers' liability law, to protect workers from the consequences of injury in their duties, should be passed and enforced.

Laws limiting the hours of labor of railroad men and enforcing proper precautions for the safety of employes and passengers are needed to prevent the growing number of railroad accidents.

It is unseemly for government employes to band together to extort high salaries from the government. Letter-carriers and others should argue their claims fairly before congress.

Uniform legislation governing child labor and the work of women, particularly mothers, is needed. The place of the mother is in the home.

The national government alone can deal adequately with the great corporations. Moderation and good sense should rule in the nation's dealings with them.

The bureau of corporations will make a special report on the beef industry.

The business of insurance is national in its application and the power of the bureau of corporations should be extended to cover interstate transactions in insurance.

The interstate commerce commission should be given power to adjust a rate deemed unfair, subject to review by the supreme court, the rate as adjusted to remain in effect until reversed by the reviewing authority.

In the city of Washington adequate punishment should be provided for wife beaters, perhaps some form of corporal punishment.

Every silver dollar should be made redeemable in gold at the option of the holder.

Enormous naturalization frands demand a comprehensive revision of the naturalization laws.

POPULAR MECHANICS. DECEMBER-----1904.

At an expense of \$30,000 the Pullman Company will establish laundries, where at the end of a run all its employes may have their clothes cleaned at the expense of the company. Each of thousands of employes will be given three complete uniforms.

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RY. AGE,
DEC. 2, 1904.

**OBSERVATION AND SMOKING CAR FOR THE ST. PAUL
OVERLAND LIMITED.**

The luxury of modern travel in the United States is illustrated in the use of a large compartment for library, smoking and buffet for men and a large observation room at



CHICAGO MILWAUKEE & ST. PAUL COMPOSITE CAR—OBSERVATION ROOM.

the rear of the train for the use of all Pullman passengers. This space is equivalent to a whole car weighing 55 to 60 tons, and it is entirely extra and for the general use of those who have the exclusive use of a section or stateroom in other cars. On eastern roads, the front half of a buffet car is occupied by the baggage room and the front half of observa-

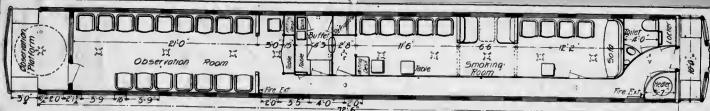
These handsome cars were built by the Barney & Smith Car Company.

The interior of the observation room and of the smoking room are shown in the halftone engravings. These composite cars are constructed with the heaviest framing that the builders ever used in car construction. In addition to the ordinary framing in cars of this class, the ends are constructed with a composite iron and steel structure reaching from the end plate with steel plates parallel with the end posts and the whole structure is tied together with a plate in the end sills. The bottom framing is constructed with four steel plates running the entire length of the cars and tied to the plates in the end sill, which makes the whole



CHICAGO MILWAUKEE & ST. PAUL COMPOSITE CAR—SMOKING ROOM.

construction one of the most complete ever used for car constructions.



CHICAGO MILWAUKEE & ST. PAUL COMPOSITE CAR.

tion cars by Pullman berths. On overland trains, where a whole car is required for baggage, the observation room, smoking and buffet are combined in one car and the buffet and library are made available for women as well as men. The smoking room is partitioned off on one side of the car so that access to the observation room at end of train is obtained without passing through the smoking compartment.

This plan for a car is shown in our illustrations of the Chicago Milwaukee & St. Paul car for its Overland Limited. While there is no advantage in reduced dead weight, the extra accommodations are made more generally available.

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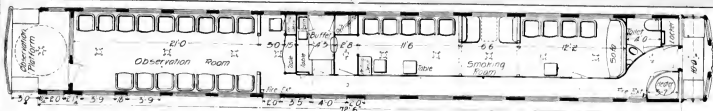
CHICAGO MILWAUKEE & ST. PAUL COMPOSITE CAR—OBSERVATION ROOM.



CHICAGO MILWAUKEE & ST. PAUL COMPOSITE CAR—SMOKING ROOM.

the rear of the train for the use of all Pullman passengers. This space is equivalent to a whole car weighing 55 to 60 tons, and it is entirely extra and for the general use of those who have the exclusive use of a section or stateroom in other cars. On eastern roads, the front half of a buffet car is occupied by the baggage room and the front half of observa-

tion construction one of the most complete ever used for car constructions.



CHICAGO MILWAUKEE & ST. PAUL COMPOSITE CAR.

tion cars by Pullman berths. On overland trains, where a whole car is required for baggage, the observation room, smoking and buffet are combined in one car and the buffet and library are made available for women as well as men. The smoking room is partitioned off on one side of the car so that access to the observation room at end of train is obtained without passing through the smoking compartment.

This plan for a car is shown in our illustrations of the Chicago Milwaukee & St. Paul car for its Overland Limited. While there is no advantage in reduced dead weight, the extra accommodations are made more generally available.

These handsome cars were built by the Barney & Smith Car Company.

The interior of the observation room and of the smoking cars are shown in the half-tone engravings. These composite cars are constructed with the heaviest framing that the builders ever used in car construction. In addition to the ordinary framing in cars of this class, the ends are constructed with a composite iron and steel structure reaching from the end plate with steel plates parallel with the end posts and the whole structure is tied together with a plate in the end sills. The bottom framing is constructed with four steel plates running the entire length of the cars and tied to the plates in the end sill, which makes the whole

TRIBUNE.
DEC. 6, 1904.

OVER 18,000,000 SAW FAIR.

Official Figures of Attendance During the 187 Days of Exposition Made Public.

St. Louis, Mo., Dec. 5.—The official figures for the attendance at the world's fair were made public today. The total attendance during the 187 days of the exposition was 18,741,978, and that of the closing day, Dec. 1, 203,101. The attendance by months was:

April	1,717,742	September	3,251,373
May	2,301,131	October	3,725,229
June	2,842,521	November	3,317,450
July	3,242,521	December	203,101
August	1,699,442		

CHRONICLE.
DEC. 7, 1904.

AMERICAN CAR AND FOUNDRY.

The earnings of the American Car and Foundry Company for the three months ending November were disappointing. The large orders going to the equipment companies were counted upon as increasing the earning power, but the statement gives an average monthly profit of \$17,000, which compares with an average of \$24,500 in the previous four months.

The explanation of the small profits is that the old business was being closed out and that the company has not anticipated profits on new work that has not reached a deliverable stage. The comparison for three years of the quarter and seven months of the fiscal year:

	1904.	1903.	1902.
Net	\$25,881	\$1,051,436	\$1,112,818
Prof. dividends	28,009	130,300	120,000
Com. dividends	80,000	80,000	120,000
Balance	384,895	384,895	1,477,186

	1904.	1903.	1902.
Net	\$1,347,728	\$7,623,453	\$8,413,833
Prof. dividends	1,060,000	1,056,000	1,060,000
Com. dividends	900,000	900,000	900,000
Balance	1,202,420	1,202,420	1,184,833

CHRONICLE.
DEC. 7, 1904.

Fraud in Awards at St. Louis.

As might have been expected, complaints are made that there was fraud in making the awards at the Louisiana purchase exposition. Senator CARMER, president of the national commission, says that out of the 25,000 awards he has charges of fraud and supporting affidavits in fifty cases.

To make the scandal worse the commission claims the right to revise the awards and the world's fair company denies the right. It says the commission turned over the whole matter to the juries months ago and is now without any further authority in the matter. Moreover, it is not clear how the commission in any case can enforce its alleged authority in an effective manner.

If the world's fair people were losing any sleep over the matter—which they are not—they might comfort themselves with the reflection that at the world's Columbian exposition in this city no one ever thought of claiming that the awards were made honestly and that neither at the Fair exposition nor at any other has such a thing as honest awards ever been dreamed of.

It is not at all likely that the national commission will take the trouble to investigate 25,000 or even fifty awards, but even if it did so and rejected every one of them the exhibitors would still claim their awards and there would be no way to restrain or

RULES AGAINST PULLMANS

Judge Orders Award of Damages to Woman Who Lost Birth.

(Special Telegram.)

MILWAUKEE, Wis., Dec. 5.—Judge Benham of the United States court directed a verdict of \$50 for the plaintiff in the suit brought by Mrs. Alma I. Bowles of Sheboygan against the Pullman Car Company for \$3,000 damages. Mrs. Bowles claimed that she made arrangements for a stateroom in a sleeping car over the Big Four road in July, 1903, but that she was not given the room and was obliged to sit in an ordinary coach with her husband, who was ill. Her feelings were hurt, she claimed, because she was obliged to administer medicine to her husband in plain view of other passengers.

REMOVING GERMS AND DUST FROM RAILWAY CARS

The Central Railroad of New Jersey recently installed a system of car cleaning which has met with the approval of the health authorities along its line. The old method of car cleaning with a broom or duster, was unsanitary, and proved unsatisfactory, for the reason that it had the effect largely of removing dust and dirt from one section, and depositing it elsewhere.

The new method is termed the "Vacuum Sweeping System," and by it the dirt and dust is drawn from the car by suction through a pipe. The New Jersey Central has erected a large vacuum plant in its Jersey City yards, and for a distance of 3,600 feet has laid pipe varying from two to five inches in diameter, covering in all about three miles. At short intervals this pipe is tapped and from these cocks is run the flexible hose, which may be taken in the car either by door or window. At the foot of the hose is a metal pipe with a flat triangular end, along the base of which is an opening, and through which the dust and dirt is drawn by the Vacuum or "drawing-in machine" located a distance away. The operator runs the slot opening over the cushions, carpets, curtains, woodwork, etc., and without any commotion or dust raising, every loose particle or germ is removed, everything being left clean and wholesome. The dust thus removed, before reaching the great "drawing-in machine" must pass through two dust separators, the first of which clears the

for refrigeration, when private cars are furnished, are excessive, the statement is renewed that railroad companies ought to compel the performance of such service at rates no higher than those which common carriers are able to command. It must be evident that the public will not allow this matter to rest until the charges for refrigeration are included and made a part of the freight tariffs; and the sooner that result is reached the better it will be for all parties. It can best be accomplished by railroad companies obliterating the obnoxious distinction now made between private cars, when engaged in interstate commerce, and their own equipment—thereby insuring equal-

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April	187,740	September	3,451,873
May	2,013,323	October	2,775,229
June	2,348,839	November	2,317,450
July	2,068,743	December	203,101
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The explanation of the small profits is that the old business was being closed out and that the company has not anticipated profits on new work that has not reached a deliverable stage. The comparison for three years of the quarter and seven months of the fiscal year:

Three months, ending Nov. 1—			
	1904.	1903.	1902.
Net	\$29,093	\$125,493	\$122,245
Prd. dividends	25,000	32,000	25,000
Com. dividends .....	.....	20,000	10,800
Balance	4,093	366,493	1,67,245
Seven months, ending Nov. 1—			
	1904.	1903.	1902.
Net	\$1,817	\$1,578,453	\$1,474,833
Prd. dividends	1,500,000	1,050,000	1,050,000
Com. dividends
Balance	297,233	2,285,453	3,124,833

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The new method is termed the "Vacuum Sweeping System," and by it the dirt and dust is drawn from the car by suction through a pipe. The New Jersey Central has erected a large vacuum plant in its Jersey City yards, and for a distance of 3,000 feet has laid pipe varying from two to five inches in diameter, covering in all about three miles. At short intervals this pipe is tapped and from these cocks is run the flexible hose, which may be taken in the car either by door or window. At the foot of the hose is a metal pipe with a flat triangular end, along the base of which is an opening, and through which the dust and dirt is drawn by the Vacuum or "drawing-in machine" located a distance away. The operator runs the slot opening over the cushions, carpets, curtains, woodwork, etc., and without any commotion or dust raising, every loose particle or germ is removed, everything being left clean and wholesome. The dust thus removed, before reaching the great "drawing-in machine" must pass through two dust separators, the first of which clears the

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RY. AGE.
DEC. 9, 1904.

ODE TO A PULLMAN PORTER.

Thou hast been blamed for mercenary ways—
O'clockness and trucking for a tip,
With other sorry lines of disguise,
And barred feet and most ill-natured quip
Have fallen from the thoughtless tourist's
lip,
With dialectic trimmings to the same.
But who could make a comfortable trip
Without thee? Much these scoffers are to
blame.

For the poor quarter that they do bestow
What delicate attentions dost thou show!

The smile illumining thy pale face
When of my baggage thou releasest me,
Preceding me to my appointed place—
That smile alone is worth the paltry fee.
It's worth another quarter just to see
Thy careful skill in making up my berth.
Thy mellow speech and laughter, these are
free.

But who in coin could render what thy feet
work?

"Why, subtantly, suh; Ah bring it right
away."
Two minutes and thou'rt back and with the
tray.

The glossy shine thou settest on my shoes,
The information that thou dost impart,
The pillows that thou bringest to me, whose
soft comfort ought to soften any heart,
Thy sweet solitude and bearing smile,
These do not merit any surly frown.
Nor should one barely bear with aspect tart
Thy final momentary brushing down.
May, porter, let them scoff, these jeopards light,
For my part I contend that thou'rt all right.

AMERICAN.

DEC. 6, 1904.

Gigantic Car Building Company in
Montreal.

United States Consul Burke, stationed at
St. Thomas, Ont., tells the State Depart-
ment of an immense car building works to
be erected near Montreal by the Canada
Car Company and in operation by next
summer. The buildings will cover 300,000
square feet, and the works will have a
capacity of 25 wooden cars, 10 steel cars
and 10 passenger coaches a day. The big
plant running to its full capacity will
handle between 200 to 600 tons of material
a day and will employ from 1,500 to 2,000
men, with a pay roll of from \$70,000 to
\$100,000 a month. This will mean a turn-
over of \$600,000 a year. Everything re-
quired will be made on the premises ex-
cept the raw material, lumber and steel.
The company is, with the exception of
the men secured on account of experience,
an all-Canadian one, the prime movers be-
ing men who are high up in the Grand
Trunk Pacific Railway Company.

Duluth Missabe & Northern has ordered 800 steel hopper cars of the Standard Steel Car Company for delivery in March, 1905. These cars will be 24 feet long, 8 feet 6 inches wide, 9 feet high and of 100,000 pounds capacity. They will be equipped with New York Car Wheel Company's T. M. special 700-pound wheels, archbar trucks with Simplex bolsters and Barber rollers, Westinghouse 10 by 12 inch cylinder brakes, builders' brakebeams, Chicago and Climax couplers, Westinghouse drawbar attachments, with friction draft gear, Railway Steel Spring Company's truck springs, McCord and Symington journal boxes, Camel journal bearings and Woods and Susemlhi side bearings.

Minneapolis St. Paul & Sault Ste. Marie has ordered 150 additional freight cars of the American Car & Foundry Company for special service. This road, as stated in our issue of November 25, has ordered 14 passenger cars of Barney & Smith. Of these 10 will be coaches and four combination mail and express, and are for delivery part in May and the remainder in September, 1905. The coaches will be 58 feet 9 inches long over sills, and the combination cars 70 feet long. They will be equipped with 40-inch steel-tired wheels. The coaches will have 4-wheel and the combination cars 6-wheel trucks. They will be equipped with Westinghouse brakes. The coaches will have Pullman wide vestibules and the combination cars stub-end vestibules.

Southern Pacific, as reported in our issue of December 2, has ordered 300 double-deck stock cars of 80,000 pounds capacity of the American Car & Foundry Company for the Oregon Short Line, 300 steel underframe box cars of 100,000 pounds capacity and 40 feet long for the Oregon Railroad & Navigation Company, 700 single-deck stock cars of 80,000 pounds capacity and 300 box cars of 100,000 pounds capacity for the Southern Pacific, 200 stock cars of 80,000 pounds capacity and 750 gondolas of 100,000 pounds capacity for the San Pedro Los Angeles & Salt Lake; also five dining cars, five observation and smoking cars of the Pullman Company for the Southern Pacific, and eight dining cars of the Pullman Company for the San Pedro Los Angeles & Salt Lake. The freight cars will be equipped with cast wheels, arch-bar trucks, Damascus brakebeams, National Malleable Castings Company's Climax couplers, Miner draft rigging, Railway Steel Spring Company's springs, National Malleable Castings Company's journal boxes, Hewitt Manufacturing Company's journal bearings, Miner 5-inch gravity roller side bearings, National safety fasteners and the Camel Company Security fixtures. The cars for the Oregon Railroad & Navigation Company will be equipped with Damascus brakebeams and Murphy outside roof. The cars will be equipped with New York air brakes.

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Oftentimes and trucking for a tip,
With other sorry histories of despises,
And barbed jest and moist lip-tintured quip
Have fallen from the thoughtless tourist's
lip,
With dialectic trimmings to the same,
But who could make a comfortable trip
Without thee? Much these scoffers are to
blame.
For the poor quarter that they do bestow
What delicate situations dost thou strow!
The smile illuminating thy aubic face
When of my baggage thou releasest me,
Preceding me to my appointed place—
That smile alone is worth the paltry fee.
It's worth another quarter just to see
Thy careful skill in making up my berth,
Thy mellow speech and laughter, these are
free,
But who in eon could render what they're
worth?
"Why, subtly, sub; Ah bring it right
away."
Two minutes and thou'rt back and with the
tray,
The glossy shine thou gottest on my shoes,
The information that thou dost impart,
The pillows that thou bringest to me, whose
Soft comfort ought to soften any heart,
Thy sweet solicitude and bearing smart,
These do not merit any surly frown,
Nor should one harshly bear with aspect tart
Thy final monitory brushing down,
Nay, porter, let them scoff, these jesters light,
For my part I contend that thou'rt all right.

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Montreal.

United States Consul Burke, stationed at St. Thomas, Ont., tells the State Department of an immense car building works to be erected near Montreal by the Canada Car Company and in operation by next Summer. The buildings will cover 300,000 square feet, and the works will have a capacity of 25 wooden cars, 15 steel cars and 10 passenger coaches a day. The big plant running to its full capacity will handle between 500 to 600 tons of material a day and will employ from 1,500 to 2,000 men, with a pay roll of from \$75,000 to \$125,000 a month. This will mean a turnover of \$8,000,000 a year. Everything required will be made on the premises except the raw material, lumber and steel. The company is, with the exception of the men secured on account of experience, an all-Canadian one, the prime movers being men who are high up in the Grand Trunk Pacific Railway Company.

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Fig. 1—Exterior View of New Dining Cars, C., B. & Q. Ry.

New Dining Cars for the C., B. & Q. Ry.

The Chicago, Burlington & Quincy Ry. has made special efforts, for a number of years, to maintain its commissary department on the highest possible order, and has spared neither money nor care in attaining that end. The matter of equipment and service in dining cars has been given particular attention, especially in regard to the interior finish and decorations of the cars themselves, and there are now running over this system what is probably as fine a line of dining cars as any in the country.

To this have recently been added four new cars containing the very latest designs of interior decoration and arrangement. Two of these cars were built by the Pullman Company and are illustrated herewith.

Fig. 1 shows the general appearance from the outside. This is noticeable principally because of the low broad windows set very high above the sill and the tasteful design of the small art glass windows.

The cars are 70 ft. long over sills, and are of standard Pullman construction with cantilever truss and continuous backing, wide vestibules and standard six-wheeled trucks. They are painted a standard Pullman color with a single broad gold stripe around the bottom and small gold lettering. There is no fancy gold scroll work of any description on the outside.

Fig. 2 gives a floor plan. The tables are arranged to seat four persons at the tables on one side of the aisle and two on the other, giving a total seating capacity for 30 persons. The general arrangement of the kitchen, pantry, galley room and aisles is not materially different from that usually used in dining cars.

In Fig. 3 is given a view of the interior of the dining room looking toward the kitchen. The rich

appearance of this room is clearly shown in this illustration. It is almost identical in general features with the interior of the cafe-smoking car exhibited by the Pullman Co. at the World's Fair which received much favorable comment. The principal differences in the two designs is in the plain walls and elimination of the small lights over the table in the Burlington car.

The upper deck, as can be seen, is of the square flat beamed design in natural wood with a dead rubbed finish. The lower deck and side walls to the top of the wainscoting are in solid burnt orange color and are only relieved by the two natural wood ornamental braces coming down between the windows. The wainscoting rises high between the windows and is in a very plain panel effect. Between each of the windows above the wainscoting is located a lamp of art glass and verme antique metal work. The lamps in the upper deck are also of the same design in a square effect. The bottoms of the windows are set some six or eight inches higher than has been customary and niches are provided below each window, which add materially to the area of the table. This arrangement of windows is perfectly satisfactory, allowing a clear view to the outside, and prevents the whole table and its array being visible from the outside.

All the woodwork is of English oak, dead rubbed and having very few mouldings or carvings. The chairs are upholstered, seat and backs, in leather and are of a very plain square design. The floor is covered with a figured Wilton carpet and rubber tiling on the platforms and vestibules.

The car is lighted by the A. & W. acetylene system and carries an 8-cell storage battery to supply current for the kitchen and refrigerator lights and for electric fans.

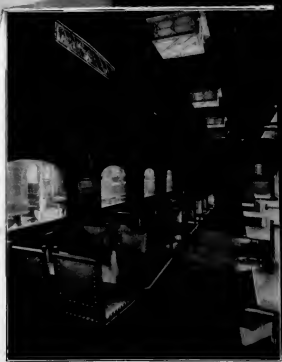


Fig. 3—Interior of New Dining Cars, C., B. & Q. Ry.

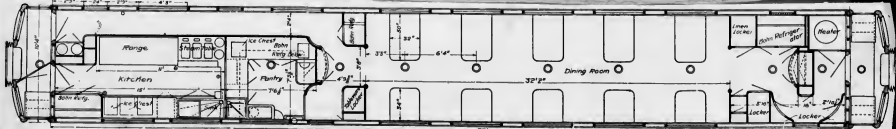


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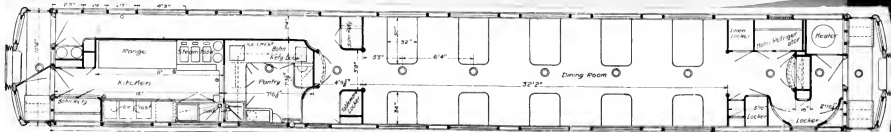


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SPLENDID NEW STATION FOR NEW YORK CENTRAL

MOST COMMODIOUS AND MAGNIFICENT IN THE WORLD.

**Express and Commuters' Tracks Separate
—Every Convenience and Facility for
Speedy Handling of Crowds—Building
Architecturally Beautiful.**

At yesterday's session of the Board of Estimate Ira A. Place, general counsel of the New York Central, submitted for approval plans and architects' drawings showing improvements to be made by the company, including an entirely new Grand Central Station, at a cost of \$20,000,000 to \$25,000,000. President Newman, General Passenger Agent Daniels, Vice-President Nilgus and Chief Engineer Fernstrom were present in readiness to make whatever explanations might be asked for, but the board decided to refer the whole subject to a special committee consisting of Comptroller Groat and Messrs. Ahearn and Forman.

Mr. Place in a brief address referring to conditions that proved obstacles where this project was up two years ago, and the elimination of many of these since that time, said that it was the ambition of the railroad company to accomplish results which would be a benefit to the city and its people, and a structure of which all could feel proud. The railroad company would not undertake to say that what was now proposed was final, and it would welcome criticisms and every wise suggestion the representatives of the city might have in mind.

The station proper, together with the postoffice and express buildings, will cover the blocks between Vanderbilt and Lexington avenues from 45th to 43d streets inclusive, and the block fronting on 42d Street between Vanderbilt Avenue and Depew Place. The buildings will be set back from 42d Street a distance of about 40 feet and back from Vanderbilt Avenue a distance of about 70 feet, so as to afford a generous approach.

The frontage of these buildings will be 180 feet on Vanderbilt Avenue, 625 feet on 45th Street, 460 feet on Lexington Avenue, 275 feet on 44th Street, 290 feet on Depew Place, and 300 feet on 42d Street.

SUBURBAN AND EXPRESS TRAINS SEPARATE

In addition to the public streets, there will be connections by ample private roadways and walks to Madison Avenue on the west and Lexington Avenue on the east, thus giving the traveling public facilities for entering the station not only from 42d Street on the south, Vanderbilt Avenue and Depew Place, but from Madison Avenue on the west and Lexington Avenue on the east.

The suburban trains will be on a lower level than the express trains, thus separating the commuter from the express passenger and affording better facilities for both. The suburban concourse will provide for nine tracks. The express concourse will be slightly depressed below the street level, and will provide for 22 passenger tracks, two baggage tracks, two mail train tracks, two express tracks, making 31 tracks in all, with platforms so connected by subways and elevators that bag-

**NEW YORK COMMERCIAL,
DEC. 24, 1904.**

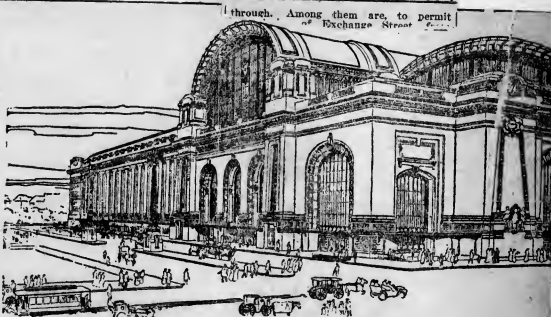
PLANS AT BUFFALO FOR GREAT UNION STATION

**PLANS OF RAILROADS SUBMITTED
TO CITY AUTHORITIES.**

Many Concessions Demanded in Way of Closing and Opening Streets—Terminals as Proposed Will Cover Immense Acreage—A Dozen Roads Intersect.

Special to the New York Commercial: Buffalo, N. Y., Dec. 23.—The report of the Union Station Commission and the plans of the 13 railroads as agreed upon for a union station, and signed by W. H. Truesdale, were submitted to Mayor Erasmus C. Knight, at the home of Charles W. Goodyear, No. 888 Delaware Avenue, last night. The Union Station Commission, Commissioner of Public Works, and the proprietors of the Buffalo newspapers were present. The Cary plan was the one agreed upon. A complete alteration of the freight and passenger terminals is proposed by the railroads.

The railroad presidents make many demands upon the city if the plan is to go



**THE GRAND CENTRAL TERMINAL STATION OF THE
FOR THE NEW YORK CENTRAL AND HUDSON R.V.**

SPLENDID NEW STATION FOR NEW YORK CENTRAL

MOST COMMODIOUS AND MAGNIFICENT IN THE WORLD.

Express and Commuters' Tracks Separate
—Every Convenience and Facility for
Speedy Handling of Crowds—Building
Architecturally Beautiful.

At yesterday's session of the Board of Estimate Ira A. Place, general counsel of the New York Central, submitted for approval plans and architects' drawings showing improvements to be made by the company, including an entirely new Grand Central Station, at a cost of \$20,000,000 to \$25,000,000. President Newman, General Passenger Agent Daniels, Vice-President Nilens and Chief Engineer Fernstrom were present in readiness to make whatever explanations might be asked for, but the board decided to refer the whole subject to a special committee consisting of Comptroller Groat and Messrs. Ahern and Formes.

Mr. Place in a brief address referring to conditions that proved obstacles where this project was up two years ago, and the elimination of many of these since that time, said that it was the ambition of the railroad company to accomplish results which would be a benefit to the city and its people, and a structure of which all could feel proud. The railroad company would not undertake to say that what was now proposed was final, and it would welcome criticisms and every wise suggestion the representatives of the city might have in mind.

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The frontage of these buildings will be 450 feet on Vanderbilt Avenue, 425 feet on 45th Street, 460 feet on Lexington Avenue, 270 feet on 44th Street, 260 feet on Depew Place, and 200 feet on 43d Street.

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In addition to the public streets, there will be connections by ample private roadways and walks to Madison Avenue on the west and Lexington Avenue on the east, thus giving the traveling public facilities for entering the station not only from 42d Street on the north, Vanderbilt Avenue and Depew Place, but from Madison Avenue on the west and Lexington Avenue on the east.

The suburban trains will be on a lower level than the express trains, thus separating the commuter from the express passenger and affording better facilities for both. The suburban concourse will provide for nine tracks. The express concourse will be slightly depressed below the street level, and will provide for 22 passenger train tracks, two baggage tracks, two mail tracks, and eight express tracks, making 43 tracks in all, with platforms so connected by subway and elevators that hag-

NEW YORK COMMERCIAL.
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PLANS AT BUFFALO FOR GREAT UNION STATION

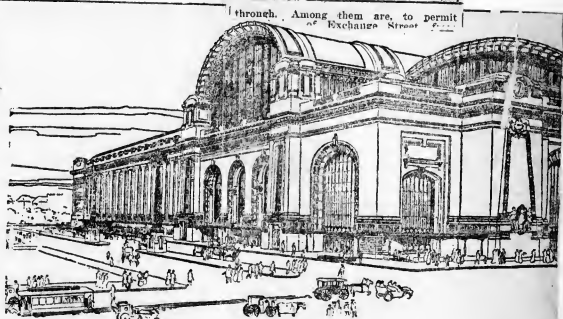
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
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THE GRAND CENTRAL TERMINAL STATION OF THE
FOR THE NEW YORK CENTRAL AND HUDSON RIV.

Envelope
X Foldout 
Insert

... street crossing the track...
... entrance to the station is on...
... architectural...
... street...
... feet wide and 63 high. Beyond these...
... one enters an enormous ticket lobby...
... feet by 300 feet. This ticket lobby...
... on the level with the street. On the...
... right of this lobby, and directly a part...
... thereof, is the outgoing baggage room.
... After purchasing one's ticket and checking...
... one's baggage, one proceeds to the express...
... train by entering a gallery overlooking...
... the grand concourse and thence to this...
... concourse, which on the level of the express...
... tracks. This concourse is approached...
... by four grand staircases, each 35 feet...
... wide.

LARGEST CONCOURSE IN THE WORLD.

This concourse is the largest in the world, being 100 feet by 470 feet, and 150 feet high with wide entrances at each end, and extending to Madison and Lexington avenues.

Adjoining this concourse are the usual waiting rooms, waiting rooms, sofas, tele- phones and telegraph facilities, etc. (The waiting rooms contain twice the area of the waiting rooms in the Grand Central station so it is at least three times the concourse pass the departing and arriving passengers, but the arriving passengers are absolutely separated from the departing passengers, thus avoiding the usual confusion in a railroad station caused by the meeting of incoming and outgoing passengers.)

The platforms are of ample width, averaging from 16 to 18 feet wide, whereas the narrowest platform of the present station is but eight feet wide and the widest is but 12 feet wide.

The suburban train room has a splendid feature for quickly emptying trains and avoiding crowding, by having platforms on either side of the train. These platforms are even wider than the express platforms, ranging from 17 to 29 feet in width.

RESULTS THAT HAVE BEEN OBTAINED.

It has been the intention in preparing these plans to sacrifice everything to the convenience of the traveling public and to the proper administration of a terminal railway station.

The architects, Warren & Wetmore, associated with Reed & Stern, have accomplished the following results:

They have provided the best possible facilities for getting in and getting away from the station.

The east stand is situated in the most convenient place for arriving passengers.

The existing baggage is convenient to the ticket offices and the incoming baggage is convenient to the exits.

They have separated the incoming and the outgoing passengers, thus avoiding the usual confusion.

They have provided ample waiting rooms and a grand concourse sufficiently large to accommodate the largest possible excursion or holiday crowd.

The suburban passengers are separated from the express passengers, but with the entrances and the exits so arranged that there is perfect facility for getting from one to the other.

Ample space is provided for the incoming crowd, and there is a waiting vestibule for those desiring to meet arriving passengers.

Provision is made for doubling the capacity of the station without in any way interfering with the architectural features,

through. Among them are, to permit the closing of Exchange Street, from Michigan Street to Hamburg Street; to abandon all the streets and portions of streets included within the site bounded by Delaware Avenue, Court and Erie streets and the water front; to construct a new street 98 feet wide in front of the new station and extending from Court to Erie Streets; to at least double the width of Genesee Street from Niagara Square to the station; to acquire for park and approach purposes all that portion of the site lying between the station, Niagara Square, Court Street and Delaware Avenue; to build grade crossing streets, to build grade crossing streets and at Porter Avenue; to acquire the property along the water front West of the station site and construct excursion and steamboat docks; to construct two overhead roadway, each 90 feet wide, one on either side of the Union Station and extending to the steamboat docks; to construct a marginal street along the water front on the abandoned right of way of the New York Central from Georgia Street to Porter Avenue.

The report recommends the creating of a commission to serve without pay. Practically all the section west of Niagara Square, bounded by Court Street, Delaware Avenue and Erie Street, and extending to the water front, would be taken for passenger terminals and approaches thereto. The station as planned will face Niagara Square with Genesee Street as the dividing line. All the land between the station and Niagara Square would be devoted to approaches and park purposes. All the rest would be used for railroad and steamboat facilities.

The plan provide for a union station that will cover more acreage than any other station on the continent. It will have three times as many tracks as any other station and more cars will be accommodated. It will be necessary to arrange the new terminals so that the east and westbound trains can enter the station without being switched or backed in. There will be 32 tracks in the station, and for the trains that make Buffalo a terminus there will be a great loop. All the tracks will be below the level of the main floor.

The railroad will be obliged to secure a new right of way and the old one will be abandoned. As the new barze canal will cut into the city, it is planned to take the bed of the Erie Canal, on the site of the old stations freight terminals will be erected.

The railroads interested are: Delaware, Lackawanna & Western, Lehigh Valley, Erie Pennsylvania, Buffalo, Rochester & Pittsburgh, Buffalo & Susquehanna, New York Central, New York, Chicago & St. Louis, Lake Shore & Michigan Southern, Michigan Central, Grand Trunk, and Pere Marquette.

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Large, mail and express cases are transferred without crossing the tracks. The main entrance to the station is on 42d Street. Its architectural composition is three massive arches, each arch being 22 feet wide and 60 high. Beyond these arches one enters an enormous ticket lobby 90 feet by 300 feet. This ticket lobby is on a level with the street. On the right of this lobby, and practically a part thereof, is the outgoing baggage room. After purchasing one's ticket and checking one's baggage, one proceeds to the express train by entering a gallery overlooking the grand concourse and thence to this concourse, which on the level of the express tracks. This concourse is approached by four grand staircases, each 25 feet in width.

LARGEST CONCOURSE IN THE WORLD.

This concourse is the largest in the world, being 160 feet by 470 feet, and 120 feet high with wide entrances at each end, and extending to Madison and Lexington avenues.

Adjoining this concourse are the usual waiting rooms, resting rooms, cafes, telephone and telegraph facilities, etc. The waiting rooms contain twice the area of the waiting rooms of Grand Central station as it is at present. Through this concourse pass the departing and arriving passengers, but the arriving passengers are absolutely separated from the departing passengers, thus avoiding the usual confusion in a railroad station caused by the meeting of incoming and outgoing passengers.

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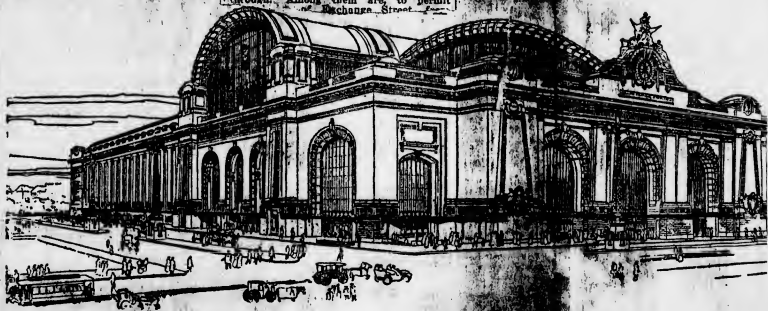
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FOR THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD CO**

WALKER & LITTLE
100 N. 5 ST.
BUFFALO

**NEW YORK CITY
RAILROAD CO**

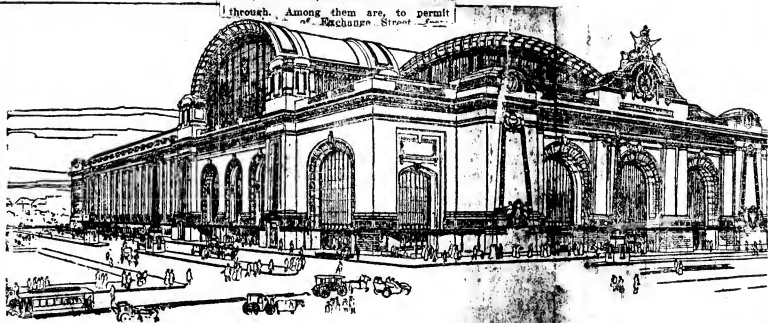
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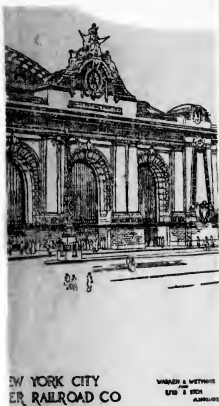
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WALKER & WETMORE
ARCHT.
NEW YORK



NEW YORK CITY
RIVER RAILROAD CO

WALKER & WETMORE
ARCHT.
NEW YORK

RY. REVIEW.
DEC. 24, 1904.

World's Fair Attendance and Passenger Traffic.

The final official statement shows that the total admission of the St. Louis World's Fair were 19,694,855, of which 12,904,515 were paid. The large number of free admissions, 6,890,239, was partly due to the army of workmen required for completing things during the first two or three months of the exposition, and partly to the number of days on which children were admitted free. An official statement of the passenger business handled at the St. Louis Union Terminal station during the exposition period gives the following figures: Total number of trains, 81,560; cars, 457,688; daily average, 436 passenger trains—2180 cars. During September and October the daily average was 520 trains and 2600 cars. In some instances as high as 84 trains were handled in the station in 60 minutes. Pieces of baggage handled, 1,789,000. About 10,000,000 people is the estimate for the whole season. Tickets sold, 847,776 amounting to \$3,289,292. As all visitors to the fair held round-trip tickets, and as all railroads have downtown ticket offices, the above sales, which are an increase of about 100 per cent, can be better appreciated. About 80 per cent of all this business was handled during the hours from 6 a. m. to 9 a. m. and from 6 p. m. to 9 p. m.

RY. AGE.
DEC. 30, 1904.

Car Ventilators on the Big Four.—The Cleveland Cincinnati Chicago & St. Louis has equipped a new dining car, which has just been turned out by the Brightwood shops, with 14 sets of ventilators made by the Automatic Car Ventilator Company. These ventilators are placed in the deck of the car and will take the place of the old-style deck sash. They are so arranged that they carry off the fumes from the kitchen and at the same time afford free general ventilation for the car. They are effective for the ventilation of coaches.

American Car & Foundry Company have purchased a site at Trafford Park, Manchester, England, upon which it is said that a car manufacturing plant will be erected, to be in operation by March 1. The iron and steel work for the plant will be shipped from this country. The company were recently awarded the contract for cars for the Baker Street & Waterloo Underground Railway in London.

INTER OCEAN.
DEC. 24, 1904.

American Car and Foundry.

The directors of the American Car and Foundry company are scheduled to meet about Jan. 1 to act on the dividend of 14 per cent on the preferred stock. While it is unlikely that any action will be taken regarding dividends on the common stock, it is expected that the statement of earnings to be submitted at the meeting will partially reflect the improvement that has taken place in the company's business.

As to common dividends it is impossible to say now with any degree of accuracy just when they may be resumed. It is the opinion of interests in the company that if business continues on the present satisfactory scale a resumption of dividends on the common stock some time in 1905 is a strong probability.

It will be a year next May since the last dividend was paid on the common stock. The dividend record, as regards the common stock, has been as follows:

1900	1901	1902	1903	1904
1%	2%	4%	4%	15%

The company was formed in February, 1899, so that there has been a moderate distribution on the common stock in the shape of dividends in each calendar year since the company began business.

The original working capital was \$5,353,000, which has been increased to upward of \$14,600,000 at the present time, making its financial condition exceptionally strong.

TRIBUNE.
DEC. 28, 1904.

American Trust Raises Dividend.

Directors of the American Trust and Savings bank yesterday raised the stock from a 6 to an 8 per cent basis by declaring a semi-annual dividend of 4 per cent. It is payable Dec. 31.

The bylaws were changed so that hereafter the dividends will be payable quarterly at the end of each calendar quarter. The bank's business and earnings have steadily grown.

The Bankers' National Bank of Chicago has declared its regular quarterly dividend of 2 per cent, payable Dec. 31, 1904.

The First National bank yesterday declared the regular quarterly dividend of 3 per cent.

RECORD.
DEC. 26, 1904.

AMERICAN WINS \$2,000,000 SUIT

Mexican Courts Decide Big Case Against Railway Receivers.

[SPECIAL TO THE RECORD-HERALD.]
MONTEREY, Mexico, Dec. 25.—Colonel J. A. Robertson of this city has been advised that his case, which for years has been pending in the courts of the City of Mexico, against the receivers of the Monterey and Mexican Quit Railway, has been decided in his favor by the Federal Supreme Court. The Belgian company will have to pay the claims of American creditors. About \$2,000,000 is involved.

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The directors of the American Car and Foundry company are scheduled to meet about Jan. 1 to act on the dividend of 1 1/2 per cent on the preferred stock. While it is unlikely that any action will be taken regarding dividends on the common stock, it is expected that the statement of earnings to be submitted at the meeting will partially reflect the improvement that has taken place in the company's business.

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1900	1901	1902	1903	1904
1 1/2	2 1/2	2 1/2	4 1/2	1 1/2

The company was formed in February, 1899, so that there has been a moderate distribution on the common stock in the shape of dividends in each calendar year since the company began business.

The original working capital was \$5,355,000, which has been increased to upward of \$14,000,000 at the present time, making its financial condition exceptionally strong.

TRIBUNE.
DEC. 28, 1904.

American Trust Raises Dividend.

Directors of the American Trust and Savings bank yesterday raised the stock from a 6 to an 8 per cent basis by declaring a semi-annual dividend of 4 per cent. It is payable Dec. 31.

The bylaws were changed so that hereafter the dividends will be payable quarterly at the end of each calendar quarter. The bank's business and earnings have steadily grown.

The Bankers' National Bank of Chicago has declared its regular quarterly dividend of 2 per cent, payable Dec. 31, 1904. The First National bank yesterday declared the regular quarterly dividend of 3 per cent.

RECORD.
DEC. 26, 1904.

AMERICAN WINS \$2,000,000 SUIT

Mexican Courts Decide Big Case Against Railway Receivers.

[SPECIAL TO THE RECORD-HERALD.]
MONTERREY, Mexico, Dec. 26.—Colonel J. A. Robertson of this city has been advised that his case, which for years has been pending in the courts of the City of Mexico, against the receivers of the Monterey and Mexican Gulf Railway, has been decided in his favor by the Federal Supreme Court. The Belgian company will have to pay the claims of American creditors. About \$2,000,000 is involved.

RY. REVIEW.
DEC. 24, 1904.

World's Fair Attendance and Passenger Traffic.

The final official statement shows that the total admission of the St. Louis World's Fair were 19,694,855, of which 12,804,616 were paid. The large number of free admissions, 6,890,239, was partly due to the army of workmen required for completing things during the first two or three months of the exposition, and partly to the number of days on which children were admitted free. An official statement of the passenger business handled at the St. Louis Union Terminal station during the exposition period gives the following figures: Total number of trains, 91,549; cars, 457,688; daily average, 436 passenger trains—2180 cars. During September and October the daily average was 529 trains and 2600 cars. In some instances as high as 84 trains were handled in the station in 60 minutes. Pieces of baggage handled, 1,739,000. About 10,000,000 people is the estimate for the whole season. Tickets sold, 847,776 amounting to \$3,283,292. As all visitors to the fair hold round-trip tickets, and as all railroads have downtown ticket offices, the above sales, which are an increase of about 100 per cent, can be better appreciated. About 80 per cent of all this business was handled during the hours from 6 a. m. to 9 a. m. and from 6 p. m. to 9 p. m.

RY. AGE.
DEC. 30, 1904.

Car Ventilators on the Big Four.—The Cleveland Cincinnati Chicago & St. Louis has equipped a new dining car, which has just been turned out by the Brightwood shops, with 14 sets of ventilators made by the Automatic Car Ventilator Company. These ventilators are placed in the deck of the car and will take the place of the old-style deck sash. They are so arranged that they carry off the fumes from the kitchen and at the same time afford free general ventilation for the car. They are effective for the ventilation of coaches.

American Car & Foundry Company have purchased a site at Trafford Park, Manchester, England, upon which it is said that a car manufacturing plant will be erected, to be in operation by March 1. The iron and steel work for the plant will be shipped from this country. The company were recently awarded the contract for cars for the Baker Street & Waterloo Underground Railway in London.

ENTER OCEAN.
DEC. 24, 1904.

American Car and Foundry.

The directors of the American Car and Foundry company are scheduled to meet about Jan. 1 to act on the dividend of 1 1/2 per cent on the preferred stock. While it is unlikely that any action will be taken regarding dividends on the common stock, it is expected that the statement of earnings to be submitted at the meeting will partially reflect the improvement that has taken place in the company's business.

As to common dividends it is impossible to say now with any degree of accuracy just when they may be resumed. It is the opinion of interests in the company that if business continues on the present satisfactory scale a resumption of dividends on the common stock some time in 1905 is a strong probability.

It will be a year next May since the last dividend was paid on the common stock. The dividend record, as regards the common stock, has been as follows:

1900	1901	1902	1903	1904
1 1/2	2 1/2	2 1/2	4 1/2	2 1/2

The company was formed in February, 1899, so that there has been a moderate distribution on the common stock in the shape of dividends in each calendar year since the company began business.

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January 6, 1905.

THE RAILWAY AGE

STATISTICS OF CARS AND LOCOMOTIVES ORDERED IN 1904.

In accordance with its established custom The Railway Age presents herewith a detailed statement of car and locomotive equipment for which orders have been placed during 1904 either by contract builders or with company shops, together with such data as to character, capacity, etc., as are necessary to give an understanding of the nature of the orders placed. The collection of these data involves a large amount of time and labor and the compilation is necessarily subject to some omissions and inaccuracies, the latter, however, negligible in view of the general purpose for which the statistics are compiled. The basis of compilation has been the weekly lists of car and locomotive orders published regularly as a department of The Railway Age, these data being revised and supplemented by comparison with returns furnished by the railroads concerned and by the builders with whom orders have been placed. Inquiries were also addressed to railroad companies and builders of whose orders or work we had no previous record.

It may be of advantage to repeat the statement made

each previous year in this connection, that the records cover equipment for which orders have been placed during the year and not cars and locomotives built in that period. In fact, most of the equipment included herein has not been built. Owing to the peculiar business situation which prevailed early in the year, by far the greater portion of the orders recorded were placed in the last three months. The net result of this condition as it appears here is that the total amount of equipment ordered has been more than in last year, but less than in either of the two previous years, as shown from similar figures published in the first issue of The Railway Age for each of these years. The figures are as follows:

Table with 4 columns: Freight cars ordered, Passenger cars ordered, Locomotives ordered, and values for 1901, 1902, 1903, 1904.

Equipment known to have been ordered for use in ordinary electric urban and interurban service has been omitted from this list.

FREIGHT CARS ORDERED IN 1904.

Main table with columns: Purchaser, No., Kind, Capacity, Builder, Purchaser, No., Kind, Capacity, Builder. Lists various freight car orders from 1904.

FREIGHT CARS ORDERED IN 1904—Continued.

Purchaser.	No.	Kind.	Capacity.	Builder.	Purchaser.	No.	Kind.	Capacity.	Builder.
Colorado Southern.....	300	Stock	80,000	Am. C. & F. Co.	Hurley Truck Laying Co.	3	Flat	80,000	Presser St. C. Co.
	12	Hox	60,000		Indian Asphalt Co.	20	Flat	60,000	"
	4	Stock	80,000		Hillinois (Contract)	250	Gond.	90,000	Am. C. & F. Co.
Colo. Sp. & Crisp. Cr. Dist.	50	Flat	100,000	Mt. Vernon Pullman		260	Gond.	100,000	"
Colorado-Tiash Const. Co.	2	Gond.	45,000	Pullman		50	Hox	80,000	"
Comanche Roid. & Yarb.	2	Gond.	45,000	Pressed Steel Car Co.		50	Hox	80,000	"
Com. Coal Min. Co., Phila.	150	Coal	100,000			701	Hox	80,000	Natl. C. D. C. Co.
	2	Tank	3,000	Hettendorf		10	Ca'boose	80,000	Company Shops
Cont. Prop. Transit. Co.	2	Tank	3,500			18	Hox	80,000	Am. C. & F. Co.
	5	Tank	4,000			50	Coal	60,000	Barney & Smith
	35	Ore	80,000	Am. C. & F. Co.		1	Paper	30,000	Hettendorf
	1	Mixer	100,000	Pressed St. C. Co.		50	Hox	80,000	Crosden
Copper Queen Min. Co.,	50	Gond.	80,000	Cambria St. C. Co.		35	Gond.	100,000	Bathman
Cornwall & Lehnson.....	50	Coal	80,000	Pullman		300	Flat	100,000	Pullman
Geor. P. Lyons & Spok.....	50	Coal	80,000	Pullman		200	Flat	100,000	Standard St. C. Co.
Cresar Clinch & Co.....	50	Coal	80,000	Am. C. & F. Co.		20	Log	60,000	Russell W. & F. Co.
Crossett Lumber Co.....	3	Pickie	40,000	Middletown		15	Gond.	80,000	Am. C. & F. Co.
Cruikshank Bros.....	10	Ca'boose	80,000	Am. C. & F. Co.		10	Gond.	80,000	"
Club Eastern.....	40	Hox	100,000	Am. C. & F. Co.		19	Flat	60,000	Middletown
Cudahy Packing Co.....	13	Hox	80,000	W. P. & Yukon Ry.		12	Refr.	80,000	Prillman
Cumberland Ry. & C. Co.	2	Hox	80,000	Am. C. & F. Co.		2	Hopper	44,800	Pressed St. C. Co.
Cumberland Valley.....	2	Camp	60,000	"		4	Dump	140 cu. ft.	"
Dawson G. F. & Slew. Riv.	1	Hox	80,000	"		1	Hopper	85 cu. ft.	"
Deepwater.....	1,000	Hopper	80,000	So. Baltimore		1	Ca'boose	80,000	Am. C. & F. Co.
	200	Refr.	80,000	Am. C. & F. Co.		15	Log	30,000	Hettendorf
	100	Ballast	80,000	Pullman		1,000	Gond.	100,000	Pressed St. C. Co.
Denver Field & Gaf.....	25	Freight	60,000	Mt. Vernon Pullman		1,000	Hox	80,000	Am. C. & F. Co.
Denver N. W. & Fuel.....	50	Hox	80,000	Barney & Smith		100	Ore	100,000	Pressed St. C. Co.
	2	Ca'boose	80,000	Am. C. & F. Co.		100	Gond.	100,000	Standard St. C. Co.
	1	Ca'boose	60,000	Russell W. & F. Co.		1,000	Prodice	80,000	Am. C. & F. Co.
De Queen & East.....	3	Flat	60,000	Company Shops		2	Tank	8,300	Hettendorf
Det. & Toledo S. Line.....	9	Ca'boose	80,000	Pressed St. C. Co.		800	Refr.	60,000	Mt. Vernon
Detroit Chemical Wks.....	100	Hox	100,000	Standard St. C. Co.		100	Gond.	100,000	Pressed St. C. Co.
Detroit United.....	10	Hox	80,000	Barney & Smith		200	Hox	80,000	So. Baltimore
Dominion Coal Co.....	150	Hopper	80,000	Laconia Car Co.		300	Ballast	153	Am. C. & F. Co.
Duluth & Iron Range.....	300	Dump	80,000	Am. C. & F. Co.		60	Gond.	80,000	Company Shops
Duluth Mts. & Nar.....	800	Dump	80,000	Pressed St. C. Co.		50	Flat	60,000	Barney & Smith
Dul. Vtrg. & R. R.....	2	Ca'boose	80,000	Russell W. & F. Co.		4	Ca'boose	80,000	Mt. Vernon
East Louisiana.....	100	Hox	80,000	Standard		3	Tank	60,000	Middletown
	100	Hox	80,000	Am. C. & F. Co.		25	Mine	80,000	Pressed St. C. Co.
Eastman Car Co.....	200	Heater	80,000	Pressed St. Car Co.		30	Coal	100,000	Standard St. C. Co.
Ecolmie Mines.....	24	Dump	80,000	Standard		10	Flat	60,000	Laconia Car Co.
El Paso & N. W.....	20	Log	60,000	Company Shops		10	Flat	60,000	Company Shops
Enterprise Lumber Co.....	100	Dump	80,000	Am. C. & F. Co.		50	Flat	60,000	Company Shops
Enterprise C. J.....	200	Refr.	60,000	Russell W. & F. Co.		25	Mine	80,000	Barney & Smith
Eric.....	100	Coal	100,000	Standard		3	Tank	60,000	Middletown
	2,100	Gond.	80,000	Am. C. & F. Co.		25	Mine	80,000	Pressed St. C. Co.
	1	Gond.	100,000	Pressed St. Car Co.		10	Coal	100,000	Standard St. C. Co.
	25	Ca'boose	80,000	Standard		50	Stock	60,000	Laconia Car Co.
Esconoma & Lake Sup.....	25	Hox	80,000	Company Shops		10	Flat	60,000	Company Shops
Excelsior Tank Est. Co.....	3	Flat	80,000	Am. C. & F. Co.		50	Flat	60,000	Company Shops
Fair-Cambria Co.....	100	Coal	80,000	Am. C. & F. Co.		25	Ore	80,000	Pressed St. Car Co.
Farmville & Powhatan.....	12	Flat	80,000	Company Shops		10	Hox	100,000	So. Baltimore
Flowers Lumb. Co.....	3	Log	80,000	So. Atlantic		4	Flat	80,000	Middletown
Fl. Worth & Denver City.	1	Stock	80,000	Am. C. & F. Co.		150	Refr.	80,000	Company Shops
Fox River Imp. Co.....	700	Gond.	100,000	Standard		50	Refr.	60,000	"
Frick Coke Co.....	100	Hopper	100,000			50	Refr.	100,000	"
	3	Refr.	60,000	Pullman		20	Gond.	80,000	Am. C. & F. Co.
Gen. Chem. Co., N. Y.....	30	Tank	4,100	Am. C. & F. Co.		20	Gond.	80,000	Pressed St. Car Co.
	2	Tank	6,000	Pressed St. C. Co.		1,500	Stock	80,000	Am. C. & F. Co.
General Electric Co.....	1	Well	125,000	Pressed St. C. Co.		500	Refr.	80,000	"
Georg. C. R. & A. Co.....	300	Mine	80,000	Standard		30	Stock	80,000	"
Georg. Flor. & Alab.....	30	Hox	80,000	Ga. C. & F. Co.		7	Hox	80,000	Mt. Vernon
	10	Flat	60,000			6	Ca'boose	80,000	"
German-Amer. Car Lines.	100	Tank	80,000	Standard St. C. Co.		30	Hox	80,000	Hicks
	100	Tank	80,000	Am. C. & F. Co.		10	Hox	40,000	Hicks
	1	Refr.	60,000	Standard St. C. Co.		50	Refr.	80,000	Pullman
Germania Refin. Co.....	3	Tank	12,000	Hettendorf Axle Co.		340	Flat	80,000	"
W. R. Grace & Co.....	3	Tank	80,000	Am. C. & F. Co.		12	Tank	80,000	"
Grand Trunk Ry.....	1,000	Box	6,000	W. S. C. & F. Co.		20	Log	60,000	Russell W. & F. Co.
	25	Tank	6,000	Company Shops		500	Hox	80,000	Am. Car & F. Co.
	10	Refr.	60,000	Pressed St. C. Co.		2,200	Hox	80,000	"
Grassell Chem. Co.....	10	Tank	100,000	Pressed St. C. Co.		20	Ballast	80,000	"
Great West. Syr. Co.....	5	Hox	80,000	Haskell & Barker		20	Flat	80,000	Chart. C. & P. Co.
Great Northern Ry.....	50	Ore	80,000	Rodgers Ball. Co.		10	Flat	80,000	Am. C. & F. Co.
	10	Hox	60,000	Haskell & Barker		30	Gond.	80,000	"
Green Bay & Western.....	50	Ore	80,000	So. Atlantic		1,350	Coal	80,000	Pullman
	10	Hox	60,000	Am. C. & F. Co.		30	Furn.	80,000	"
Greene Co., G. V.....	3	Hox	80,000	Standard St. C. Co.		75	Dump	80,000	"
Guatemala Cent.....	3	Tank	6,000	Am. C. & F. Co.		30	Hox	80,000	Am. C. & F. Co.
Guifrey, J. M., Pet. Co.....	250	Box	6,000	Company Shops		155	Box	60,000	"
Gulf & Ship Island.....	2	Flat	80,000	Venice Shm. Co.		62	Stock	80,000	"
Hagenbeck Shows.....	3	Stock	80,000	"		18	Coal	60,000	"
	2	Eleph.	60,000	Middletown		16	Ca'boose	80,000	Company Shops
Harman & Hassert.....	3	Flat	80,000	Am. C. & F. Co.		625	Hox	80,000	Am. C. & F. Co.
Hayward Lumber.....	10	Tank	6,000	Pressed St. C. Co.		75	Gond.	80,000	"
Head, John F.....	3	Tank	10,000	Middletown		30	Gond.	80,000	Mt. Vernon
Heinz, H. J., Co.....	10	Hopper	100,000	Pressed St. C. Co.		30	Stock	80,000	"
Hennrichs Coal Co.....	12	Flat	30,000	Am. C. & F. Co.		275	Hox	80,000	"
Hidalgo N. E.....	10	Flat	80,000	Barney & Smith		75	Gond.	80,000	Company Shops
Hocking Valley.....	80	Gond.	80,000	Am. C. & F. Co.		20	Ca'boose	80,000	"
	20	Hox	80,000	Am. C. & F. Co.		10	Flat	80,000	"
Howland Imp. Co.....	30	Flat	80,000	Pressed St. C. Co.		50	Hox	80,000	So. Baltimore
Hudson Valley.....	3	Flat	60,000	So. Baltimore		50	Coal	60,000	Am. C. & F. Co.
	3	Flat	60,000	"		100	Coal	100,000	"
Hughes Creek Coal Co.....	30	Gond.	80,000	Am. C. & F. Co.		50	Hopper	100,000	Standard St. C. Co.

January 6, 1905.

THE RAILWAY AGE

FREIGHT CARS ORDERED IN 1904—Continued.

Table with columns: Purchaser, No., Kind, Capacity, Builder, and Purchaser, No., Kind, Capacity, Builder. Lists freight cars ordered in 1904 for various railroads and companies.

PASSENGER CARS ORDERED IN 1904.

Table with columns: Purchaser, No., Kind, Builder, and Purchaser, No., Kind, Builder. Lists passenger cars ordered in 1904 for various railroads and companies.

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PASSENGER CARS ORDERED IN 1904—Continued.

Purchaser.	No.	Kind.	Builder.	Purchaser.	No.	Kind.	Builder.
Canadian Pacific.....	15	Bag. & Exp.	Company Shops	Interborough R. T. Co.....	300	Coach	Am. C. & F. Co.
	5	Dining	"	Intercolonial.....	14	Sleeping	Pullman
	10	Sleeping	"		2	Driving	"
Cent. of Ga.....	11	Mail & Exp.	"		20	Coach	Rhodes-Curry
	8	Coach	Am. C. & F. Co.		4	Sleeping	Crosden
Central Ontario.....	2	Pass. & Bag.	"		10	Postal	"
	2	Coach	"		4	Bag.	"
Cent. of N. J.....	1	Bag. M. & Ex.	"		1	Parlor	"
	25	Coach	"	Kans. C. Mex. & O.....	2	Chair	Am. C. & F. Co.
	5	Bag.	Am. C. & F. Co.	Lake Shore & Mich. S.....	20	Bag.	Company Shops
Ches. & Ohio.....	5	Comb.	Am. C. & F. Co.		10	Mail	"
	1	Dining	"		2	Chair	"
Chic. & Alton.....	1	Mail	Company Shops	Lehigh Valley.....	3	Cafe	Pullman
Chic. & N. W.....	3	Comb.	"	Long Island.....	183	Coach	"
	8	Bag.	"	Louisiana Cent.....	2	Comb.	"
	8	Mail	"	Louisiana Ry. & Nav. Co.....	2	Comb.	Am. C. & F. Co.
	2	Comb.	"	Mainzans.....	2	Coach	"
Chic. & West. Ind.....	28	Coach	Am. C. & F. Co.	Mexican Cent.....	2	Mail Bag. Pas.	"
	10	Pass. & Bag.	"	Midland International.....	1	Bag. M. & Ex.	"
Chic. Burl. & Q.....	2	Official	"	Mid. Valley.....	10	Coach	Am. C. & F. Co.
	2	Dining	"		2	Comb.	"
	10	Official	Company Shops		4	Bag.	"
Chic. Ind. & Louis.....	2	Dining	Pullman	Millen & Southwestern.....	3	Coach	Am. C. & F. Co.
Chic. Mil. & St. P.....	10	Coach	Company Shops		2	Comb.	"
	2	Dining	Harney & Smith	Minn. St. P. & S. S. M.....	7	Bag. & Pass.	Harney & Smith
	8	Observation	"		1	Mail	"
	4	Sleeper	"		1	Bag.	"
Chic. Peor. & St. L.....	6	Baggage	Company Shops		30	Coach	"
Chic. R. I. & Pac.....	4	Coach	"	Miss. Cent.....	1	Coach	Am. C. & F. Co.
	2	Mail	"	Montana.....	1	Coach	"
	7	Bag. & Mail	"	Nashv. Chatt. & St. L.....	2	Coach	Harney & Smith
	10	Coach	"	New Orleans & N. E.....	1	Mail	Company Shops
Chic. St. P. Minn. & O.....	10	Coach	Company Shops		4	Coach	Am. C. & F. Co.
	10	Pass. & Bag.	"	Newton & N. W.....	3	Baggage	"
	1	Mail & Exp.	"		1	Coach	Hicks
Chihuahua & Pac.....	1	Coach	Harney & Smith	New York Central.....	1	Comb.	"
Cin. Ham. & Day. P. M.....	2	Mail & Bag.	"		5	Parlor	Pullman
	2	Mail	"		3	Bag. & Mail	Bradley
	3	Mail	"		2	Dining	Harney & Smith
	2	Mail	"		10	Mail	Pullman
Cin. N. O. & T. P.....	1	Coach	Am. C. & F. Co.	New York Chic. & St. L.....	1	Dining	Harney & Smith
Cleve. Cin. Chic. & St. L.....	2	Mail & Bag.	"	" " New Haven & Hart.....	25	Pass. & Bag.	"
	3	Mail	"		6	Parlor	"
	2	Mail & Bag.	"		2	Dining	"
Coal & Coke.....	2	Coach	Am. C. & F. Co.		2	Parlor	"
Coast P. Acene & Spok.....	6	Coach	"		2	Bag. & Expr.	"
	6	Coach	"		2	Dining	"
Cumberland Ry. & C. Co.....	3	Sleeping	Am. C. & F. Co.		2	Bag. & Expr.	"
	5	Coach	"		2	Parlor	"
Cumberland Val.....	1	Bag. & Mail	"		2	Bag. & Expr.	Harl. & Holl.
Del. & Hudson.....	20	Coach	Harney & Smith	Norfolk & West.....	4	Coach	Pullman
	1	Chair	"		20	Coach	"
	1	Official	"		6	Bag. & Expr.	Harl. & Holl.
	15	Milk	"	Northern Pac.....	4	Sleeping	Pullman
	1	Mail & Bag.	"		6	Coach	Harney & Smith
	1	Pass. & Bag.	"		2	Pass. & Bag.	"
	1	Coach	"		4	Bag. & Mail	"
	1	Dynam.	"		10	Parlor	"
	1	A. H. Inst.	"		10	Tourist	"
Del. Lack. & West.....	3	Dining	Harney & Smith	Ohio & Kentucky.....	2	Dining	Southern Equip. Co.
	8	Coach	"		1	Coach	"
	4	Comb. Buffet	"	Oreg. R. R. & Nav. Co.....	2	Mail	Company Shops
Detroit & Mack.....	1	Mail & Bag.	Pullman	Oregon Short Line.....	2	Mail	"
Dublin & S. W.....	1	Pass. & Bag.	Harney & Smith	Pennsylvania.....	54	Coach	Pullman
	1	Coach	Am. C. & F. Co.		14	Bag. & M. & Expr.	"
Dul. Virg. & R. L.....	1	Comb.	"	Ph. Lines West.....	10	Coach	Harney & Smith
East Louisiana.....	1	Coach	"		10	Coach	Am. C. & F. Co.
	2	Bag. M. & Ex	Harney & Smith		2	Dining	Pullman
	4	Coach	"		26	Passenger	Harl. & Holl.
	4	Comb.	"		15	Vest. Comb.	"
El Paso & S. W.....	1	Official	Am. C. & F. Co.	Plas. & Read.....	10	Vest. Comb.	"
Empire Const Co.....	2	Coach	"		5	Baggage	Am. C. & F. Co.
	2	Coach	"		1	Official	Am. C. & F. Co.
	10	Express	Am. C. & F. Co.		4	Coach	"
	1	Express	"		8	Dining	Pullman
	1	Baggage	Standard St. C. Co.		7	Bag. & Mail	St. Louis Car Co.
	1	Mail	"		3	Chair	Am. C. & F. Co.
	1	Comb.	Company Shops		6	Pass. Bag. & M.	"
	1	Official	Harney & Smith		13	Coach	"
	1	Dining	"		5	Baggage	"
	1	Spl.	"		10	Chair	"
A. G. Field.....	1	Comb.	Am. C. & F. Co.	Schoharie Val.....	1	Comb. & Mail	"
Friser Co.....	1	Sleeping	Harney & Smith	Seaboard Air L.....	1	Comb.	"
Galv. Hous. & Bend.....	1	Coach	"	Silverton Glad. & N.....	2	Mail & Bag.	Company Shops
Gal. No. & Florida.....	9	Coach	"		26	Coach	Am. C. & F. Co.
Grand Rapids & Ind.....	2	Dining	"		6	Coach & Bag.	"
Grand Trunk.....	3	Comb.	"		15	Bag. M. & Ex.	"
	10	Bag.	Am. C. & F. Co.		9	Mail	Harney & Smith
	6	Bag. & Mail	Am. C. & F. Co.		5	Baggage	"
	4	Parlor	Harney & Smith		11	Coach	Pullman
	4	Coach	"		2	Mail & Bag.	Company Shops
	4	Parlor	Am. C. & F. Co.		7	Express	"
	1	Coach & Bag.	"		3	Bag. M. & Ex.	"
Halifax & S. W.....	2	Bag. & Mail	"		2	Coach & Bag	Pullman
	1	Dining	"		1	Chair	"
	10	Sub.	Harney & Smith		6	Mail	Company Shops
Illinois Cent.....	10	Coach	Harney & Smith		1	Mail	Am. C. & F. Co.
	14	Chair	"		1	Coach	"
	2	Postal	Company Shops		0	Mail	"
	3	Coach	"		3	Observation	"
	6	Bag. & Expr.	"				
Ill. Iowa & Minn.....	1	Bag. & Expr.	Harney & Smith				

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THE RAILWAY AGE

January 6, 1905.

PASSENGER CARS ORDERED IN 1904—Continued.

Purchaser.	No.	Kind.	Builder.	Purchaser.	No.	Kind.	Builder.
Wabash.....	2	Dining Special	Am. C. & P. Co.	Wheeling & L. E.....	1	Parlor	Am. C. & F. Co.
10	Coach	"	"	White Pass & Yukon.....	1	Coach	Company Shops
W. U. Tel. Co.....	1	Official Coach	Pullman	Wheaton Cent.....	1	Coach	Am. C. & F. Co.
Wheeling & L. E.....	4	Smok. & Bag.	Am. C. & F. Co.	Wrightson & Tennille.....	1	Bag & Mail	Am. C. & F. Co.
	4	Dining	"				
				Total Passenger Cars	2,218		

LOCOMOTIVE EQUIPMENT ORDERED IN 1904—Continued.

Purchaser.	No.	Kind.	Type.	Wt.	Cylinders.	Builder.	Purchaser.	No.	Kind.	Type.	Wt.	Cylinders.	Builder.	
Alabama G. No.....	8	Simple	Consol.	320,000	23x30	Am. L. Co.	Det. Southern.....	5	Simple	10-Wheel	140,000	19x26	Baldwin	
Am. & Porto Rico.....	3	Simple	6-Wheel	145,000	20x26	"	Detroit Union.....	1	Simple	Mogul	100,000	17x24	Rogers	
Atla. Cop. Co.....	1	Simple	10-Wheel	272,000	20x30	Baldwin	Dom. Coal Co.....	2	Simple	Switch	150,000	19x24	L. & M. Co.	
Atlantic & Hirm.....	13	Simple	10-Wheel	166,500	19x26	"	Duffy Const. Co.....	18	Simple	Tank	20,000	19x14	Baltimore	
Atlantic Coast Line.....	12	Simple	10-Wheel	166,500	19x26	"	E. I. Paso N. E.....	4	Simple	Consol.	100,000	22x28	Baldwin	
Atch. Top. & S. F.....	15	Comp.	Santa Fe	297,240	19 & 20x30	"	El Paso N. E.....	1	Simple	Prarie	"	"	"	
Atlanta & W. P.....	10	Simple	Switch	141,800	20x31	Co. Shops	Eric.....	6	Simple	Switch	145,000	19x26	Am. L. Co.	
Atl. Coast Line.....	29	Simple	10-Wheel	180,000	21x28	Rogers		1	Simple	Consol.	"	"	"	
	1	Simple	Switch	117,000	19x24	"		3	Comp.	Atlantic	"	"	Baldwin	
	4	Simple	Consol.	"	"	Baldwin		2	Comp.	Mogul	175,985	19x26	"	
Bayonne Term.....	10	Simple	Switch	140,000	20x30	Am. L. Co.		4	Simple	10-Wheel	"	"	Rogers	
Boss & L. E.....	2	Simple	10-Wheel	140,000	20x30	Baldwin		2	Simple	Recup. T.	77,000	18x20	Am. L. Co.	
Bloomh. & Sull.....	10	Simple	Switch	100,000	16x24	Am. L. Co.		35	Comp.	10-Wheel	20x28	27 1/2 & 35x30	Co. Shops	
Boston & Maine.....	2	Simple	Consol.	114,000	19x24	"		10	Comp.	10-Wheel	20x28	27 1/2 & 35x30	Co. Shops	
Buff. & Sand.....	10	Simple	10-Wheel	170,000	19x28	"		3	Simple	Switch	"	"	Co. Shops	
Buff. Roch. & Pitts.....	11	Simple	Consol.	185,000	21x28	"		1	Simple	Switch	"	"	Co. Shops	
Canadian Northern.....	5	Simple	10-Wheel	180,000	21x28	L. & M. Co.		4	Simple	8-Wheel	"	"	Am. L. Co.	
Canadian Pacific.....	10	Simple	Consol.	190,200	21x28	Am. L. Co.		3	Simple	Atlantic	187,000	20x28	Rogers	
	11	Simple	Consol.	190,200	21x28	Am. L. Co.		2	Simple	Consol.	140,000	"	"	Am. L. Co.
	16	Simple	Switch	102,000	18x24	Co. Shops		3	Simple	Mogul	170,000	20x24	Baldwin	
	10	Simple	10-Wheel	100,000	21x28	Can. L. Co.		12	Simple	Prarie	185,000	21x28	Can. L. Co.	
	10	Simple	10-Wheel	100,000	22 & 35x30	Am. L. Co.		10	Simple	Consol.	254,000	21x28	Baldwin	
Cent. of Ga.....	3	Simple	Consol.	163,500	20x28	Baldwin		3	Simple	Switch	"	"	"	
	3	Simple	Consol.	163,500	20x28	"		1	Simple	6-Wheel	"	"	Baldwin	
	15	Simple	Pacific	250,000	20x24	Am. L. Co.		1	Simple	6-Wheel	"	"	Baldwin	
Cent. of New Eng.....	5	Simple	Pacific	250,000	20x24	Am. L. Co.		3	Simple	8-Wheel	"	"	Am. L. Co.	
	3	Simple	Consol.	137,000	20x24	Can. L. Vks		1	Simple	10-Wheel	110,000	18x24	Baldwin	
Cent. Ont.....	15	Simple	Consol.	115,000	18x24	Baldwin		1	Simple	Mogul	231,000	19x24	Am. L. Co.	
Cent. of N. J.....	16	Simple	Switch	"	"	Baldwin		10	Simple	Prarie	165,000	21x28	"	
	1	Simple	10-Wheel	203,000	22x28	Am. L. Co.		1	Simple	Consol.	225,000	25x30	"	
Chesapeake & Ohio.....	8	Simple	Switch	140,000	20x28	Am. L. Co.		2	Simple	Switch	198,000	21x30	"	
	12	Simple	Consol.	181,000	21x28	"		18	Simple	Consol.	278,000	21x28	"	
Chicago & Alton.....	3	Simple	Atlantic	213,000	21x28	Baldwin		15	Simple	Prarie	250,000	21x28	"	
Chic. & E. Ill.....	2	Hal. Co.	10-Wheel	150,000	21x28	Am. L. Co.		10	Simple	Consol.	190,000	20x28	Baldwin	
	6	Simple	Switch	100,000	21x28	"		2	Simple	Consol.	180,000	20x28	"	
	1	Simple	Consol.	102,500	21x28	"		3	Simple	Prarie	307,500	22x28	"	
Chic. & N. W.....	1	Simple	Consol.	102,500	21x28	"		20	Simple	10-Wheel	170,000	20x28	"	
	6	Simple	Consol.	150,000	20x28	"		4	Simple	10-Wheel	150,000	19x26	"	
	6	Simple	Consol.	102,500	21x28	"		2	Simple	10-Wheel	100,000	20x28	"	
Chic. & West. Ind.....	3	Simple	Mogul	157,000	20x28	Rogers		1	Simple	Consol.	160,000	19x24	"	
Chic. Burl. & Q.....	4	Simple	Prarie	180,000	19x28	Baldwin		2	Simple	Prarie	160,000	21x28	Rogers	
	50	Simple	Prarie	200,000	22x28	Am. L. Co.		13	Simple	Consol.	177,000	21x28	Baldwin	
Chic. Ind. & Louisv.....	2	Simple	Consol.	100,000	21x28	"		4	Simple	10-Wheel	160,000	19x26	Am. L. Co.	
	3	Simple	Switch	110,000	18x24	"		2	Simple	6-Wheel	150,000	19x26	"	
Chic. Ind. & Peoria.....	3	Simple	Switch	110,000	18x24	"		1	Simple	Mogul	115,000	19x24	Baldwin	
Chic. L. & N.....	8	Simple	Switch	106,500	19x28	Co. Shops		14	Comp.	10-Wheel	"	"	Am. L. Co.	
Chic. Mil. & St. P.....	11	Simple	10-Wheel	177,000	21x30	"		17	Simple	10-Wheel	"	"	Baldwin	
	11	Simple	10-Wheel	177,000	21x30	"		3	Simple	Prarie	"	"	"	
	8	Simple	10-Wheel	158,000	20x28	"		1	Simple	Mogul	107,000	18x24	Baldwin	
Chic. St. P. Minn. & O.....	9	Simple	Switch	127,000	19x26	Am. L. Co.		2	Simple	8-Wheel	202,000	20x24	"	
	9	Simple	Switch	127,000	19x26	"		2	Simple	10-Wheel	177,000	16x24	Baldwin	
	3	Simple	Consol.	254,200	22x28	"		1	Simple	4-Wheel	160,000	"	Am. L. Co.	
Chiboutaux & Pac.....	1	Simple	Consol.	146,000	19x28	Baldwin		1	Simple	10-Wheel	114,000	"	Baldwin	
Ch. Geo. & Ports.....	1	Simple	Mogul	109,000	17x24	Am. L. Co.		1	Simple	Pacific	138,000	"	Baldwin	
Ch. New Or. & T. P.....	9	Simple	Consol.	180,000	20x28	Baldwin		1	Simple	Consol.	103,000	"	"	
C. H. & D. T. Mard.....	9	Simple	10-Wheel	140,000	19x26	Baldwin		1	Simple	6-Wheel	"	"	Am. L. Co.	
	32	Simple	10-Wheel	171,000	19x28	Am. L. Co.		10	Simple	Switch	117,000	20x28	"	
	3	Simple	10-Wheel	171,000	19x28	Am. L. Co.		1	Simple	Mogul	100,000	"	Baldwin	
Clav. Clin. Chi. & St. L. Co. & Colk.....	2	Simple	Switch	171,000	19x28	Am. L. Co.		50	Simple	Prarie	"	"	Baldwin	
Copper Range.....	2	Simple	Consol.	180,000	21x28	Baldwin		1	Simple	8-Wheel	115,000	18x24	Rogers	
	1	Simple	Mogul	141,700	21x30	Baldwin		2	Simple	10-Wheel	160,000	19x26	"	
Cumb. Valley.....	1	Simple	Consol.	"	"	Co. Shops		1	Simple	Consol.	112,000	20x24	Baldwin	
Delaware & Hudson.....	1	Simple	Consol.	"	"	Am. L. Co.		3	Simple	Consol.	120,000	19x26	"	
	3	Simple	Pass.	175,000	21x30	Co. Shops		3	Simple	Switch	"	"	Baldwin	
	1	Simple	Consol.	128,000	19x24	"		1	Simple	10-Wheel	"	"	Am. L. Co.	
Del. Lack. & West.....	1	Simple	Consol.	140,000	21x30	Am. L. Co.		25	Simple	Switch	242,000	21x28	Am. L. Co.	
	6	Simple	Mogul	161,000	19x26	Baldwin		30	Simple	Atlantic	300,000	20x28	"	
	1	Simple	10-Wheel	190,000	19x26	Baldwin		25	Simple	Consol.	202,000	"	"	
	8	Simple	Consol.	160,000	21x30	Am. L. Co.		1	Comp.	"	"	"	Baldwin	
	6	Simple	Switch	137,700	19x24	"		5	Simple	Switch	"	"	Am. L. Co.	
	6	Simple	Switch	129,200	19x24	"		6	Simple	Pass.	124,000	18x24	"	
	6	Simple	Consol.	109,000	20x28	Baldwin		2	Simple	Switch	"	"	"	
Detroit & Mack.....	6	Comp.	Switch	297,800	27 1/2 & 35x30	Baldwin		5	Simple	Consol.	160,000	19x28	Porter	
Det. & Tol. Shore Line														

P. 134 E Spr. 07 Vol. 2

THE RAILWAY AGE

January 6, 1906.

LOCOMOTIVE EQUIPMENT ORDERED IN 1904—Continued.

Table with columns: Purchaser, No., Kind, Type, Wt., Cylinders, Builder. Lists various locomotive orders from 1904, including purchases from S. Y. N. H. & H., N. Y. Ont. & West., Norfolk & Western, Northern Pac., Ohio & Kentucky, Oregon Sh. Line, Pacific Coast Co., Pa. Lines West., Phila. & Read., Phila. & L. E., Potomac & Rio Verde, Quebec & L. St. John, Quebec Cent., Rich. Fred. & Pail., San Juan Sugar Corp., San Paul. Los A. S. N., S. F. Bros. & Pilsbry, St. L. Ironsides & W., St. L. S. W., and St. L. Troy & East.

ELECTRIC TRACTION.

In the discussion of electric traction at the International Engineering Congress, Mr. L. B. Stillwell presented a number of valuable statements which we abstract below. On the Pennsylvania division of the Pennsylvania road, for the year 1903, the cost of locomotive repairs, locomotive fuel and of the wages of engineers and firemen was nearly equal and about 10 per cent of the total operating expense of that division. The application of electric traction for freight will not be profitable if it does not exceed 10,000 ton miles per mile of double track. In regard to single car and multiple car trains, the greater amount of power per car required for the single car at the ordinary speeds does not make much difference in the total expense. For example, on the Manhattan, if the cost of power were doubled, the cost of operation would only be increased 10 to 11 cents per car mile. The power used per ton mile on the Manhattan is about 82 watt hours at the power house and 70 watt hours at the third rail. The cost of power houses usually given at \$130 to \$150 per kilowatt capacity, including building and land, applies to stations of average size. Some stations of 40,000 to 50,000 kilowatts have been built complete for \$110 per kilowatt, and in such cases the output can safely be increased 10 per cent beyond this during rush hours.

Regarding the relative weight of turbine and reciprocating engines, in the larger sizes the reciprocating engines weigh about one and one-half times that of the turbine. In the case of the 500-kilowatt unit, this weight is only one-eighth that of the reciprocating engine unit. It is claimed that the cost of maintenance of way will be less with electric traction, owing to the elimination of unbalanced parts of the steam locomotive and the lesser number required for a given drawbar pull.

Mr. Stillwell also claims that there will be a saving of fuel with electric traction. The Manhattan is operating on 2.6 pounds of coal per kilowatt hour, or three pounds at the drawbar, while 2 1/2 pounds is a very low figure for steam

locomotives. With electric traction, not more than one-half or probably one-third of the fuel will be required for equal work performed by the steam locomotives. The New York Central could thus save one-half or perhaps two-thirds of its coal bill, amounting to \$4,000,000 or \$5,000,000 per year. The cost of power is about six mills per kilowatt hour, but including capital charges about nine or ten mills. The interest account is thus 50 per cent of the other general expenses. Mr. Stillwell considers that the third rail is one of the greatest objections to electric traction and he favors the use, where practicable, of the suspended trolley conductor. On the Manhattan the delays in traffic with electric power were less than 40 per cent as numerous as where steam power is used.

As to the hours of service, the average for steam freight locomotives on the New York Central is but little more than 75 miles per day, while with electric traction at least twice that mileage could easily be obtained, and it would therefore require one-half, or less, the number of locomotives. The cost of repairs and maintenance of electric locomotives may be placed at 2 1/2 per cent per annum, while the rate per steam locomotive is about 20 per cent. Mr. Stillwell favors the alternating current for traction motors, and believes the time has perhaps not arrived when not only the single phase but the polyphase motors will be used in electric traction. In conclusion, he made an important statement in regard to the state of the art in which he said that it is not true that a majority of the electric apparatus essential to generation and transmission of electric power is now in a stage of rapid development. On the contrary, the changes in this apparatus have been comparatively slight during the last five years. They were much more radical in the first five years of the last decade, and the opinion may be advanced with safety that dynamos, transformers, switches, measuring instruments, insulators, cables, conduits and similar material for electric traction, now on the market, have reached a reasonably stable condition and no such rate of change as has been observed during the last ten years is likely to occur during the coming decade. He believes that 50,000 volts is perfectly satisfactory for transmission of power, so that a railway line nearly 300 miles in length can be satisfactorily supplied from a single power house.

INTER OCEAN.
JAN. 1, 1905.

**AMERICAN CAR SHOPS
FOR AN ENGLISH TOWN**

Big Corporation to Build Shops and Rolling Stock for British Railways at Manchester.

Special Cable Dispatch to The Inter Ocean, MANCHESTER, England, Dec. 31.—The American Car and Foundry company, the largest freight and passenger car concern in the world, is establishing an English branch at Trafford Park, near here.

This company is to supply the rolling stock for the Baker Street & Waterloo railway. The three factors which have induced it to establish an English branch at Manchester are the advantages of the ship canal, the costliness of London as a port, and the greater supply of skilled labor in the north of England.

The company considered the offers made by the London Dock and also overtures from the London & Southwestern Railway company at Southampton, but neither of the ports can compete with Manchester.

The company, which controls fifteen large works in the United States, equipped the ground last week and yesterday scores of men were engaged in putting down sidings. The delivery of finished cars will commence early in March.

The erection of the workshops will be done by local labor, and they are estimated to cost \$100,000.

AMERICAN.
JAN. 3, 1905.

RAILROAD LIFTS AGE LIMIT.

Boston, Jan. 2.—That the New Haven Railroad has canceled its thirty-five year age limit and in the future will employ men regardless of age is the announcement made at a meeting of the Boston lodge of the Brotherhood of Railway Trainmen.

RECORD.
JAN. 9, 1905.

**PERIL FOR MANSFIELD;
ACTOR PREVENTS WRECK**

Coupling Pin Breaks During the Trip From St. Louis to Chicago and Cars Are Held Together Only by a Chain.

The alertness of Richard Mansfield saved him and those in his car from a serious accident early yesterday morning while the company was traveling from St. Louis to this city, where, to-night, in the Grand Opera House, Mr. Mansfield will open a five weeks' engagement before an audience that promises to be of grand opera brilliance. The first offering will be "Ivan the Terrible."

On the trip from St. Louis Mr. Mansfield was traveling in a private car at the rear of the train which carried the members of his company and the scenery for his production. At 4 o'clock in the morning he was awakened by grinding, pounding noises and immediately notified the porter.

Investigation soon developed the fact that the coupling pin which linked his car to the one ahead was broken. For some time a chain had been the only means of attachment, and would have snapped in a short time, putting off the car from the train and making a wreck which might have cut short Mr. Mansfield's career.

A suite of film rooms was engaged at the Virginia Hotel for Mr. Mansfield. After the installation he took a brisk walk along the Lake Shore Drive and the esplanade, without an overcoat, as is his habit.

Mr. Mansfield has many close personal friends in Chicago, and said last night: "I am very happy to be back in Chicago among friends, and anticipate great pleasure in playing before them again."

Among those who will give box parties at to-night's performance are Mrs. Potter Palmer, Mr. and Mrs. Frank B. Noyes, Mr. and Mrs. Franklin MacVeagh, Mr. and Mrs. C. H. McCormick, Mr. and Mrs. Medill McCormick, Mr. and Mrs. Walter Farwell, Mrs. H. H. Kohlsaat and Miss Pauline Kohlsaat.

The accident which Mrs. Mansfield met with in New York last October, when she was thrown from her horse, has prevented her from accompanying her husband thus far. Mr. Mansfield hopes, however, that she will be able to join him here week after next.

RI. REVIEW.
JAN. 7, 1905.

INTER OCEAN.
JAN. 13, 1905.

TRAINMEN URGE REFORMS.

State Legislative Board Adopts Plans at Springfield.

SPRINGFIELD, Ill., Jan. 12.—The committee on proposed legislation appointed yesterday at the initial meeting of the state legislative board of Railway Trainmen today offered its report at a second meeting of the board. This report recommends the adoption of a law for state inspection of safety appliances, the consideration of the fellow servant or contributory negligence doctrine, with a view to secure its passage, based on the Bates-Petross bill now pending before the national Congress, and the adoption of a full crew bill for the operation of trains similar to the law now enforced in the state of Ohio.

Resolutions urging the adoption of the Bates-Petross liability bill were forwarded to Illinois Senators and Representatives at Washington. The action taken by railway presidents and managers in abolishing the age limit rule was commended. The members placed a ban on the endorsement of applicants for political positions by the adoption of a resolution to such an effect. W. J. Egan of Chicago, chairman of the board, was selected to prepare the legislative message to remain in Springfield until its passage.

Type of Palace Car Used, Lackawanna & Wyoming Valley Ry.



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JAN. 1, 1905.

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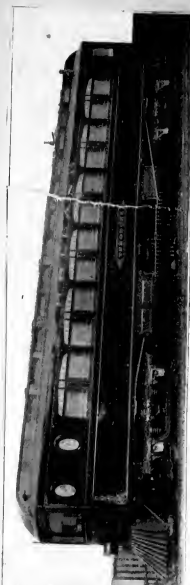
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age limit rule was commended. The mem-
bers placed a ban on the indorsement of ap-
plicants for political positions by the adop-
tion of a resolution to such an effect. W. J.
Edens of Chicago, chairman of the board, was
selected to prepare the foregoing measures
and to remain in Springfield to assist in their
publicity and promotion.

INTER OCEAN.
JAN. 1, 1905.

AMERICAN CAR SHOPS FOR AN ENGLISH TOWN

Big Corporation to Build Shops and
Rolling Stock for British Railways
at Manchester.

Special Cable Dispatch to The Inter Ocean.
MANCHESTER, England, Dec. 31.—The American Car and Foundry company, the largest freight and passenger car concern in the world, is establishing an English branch at Trafford Park, near here.

This company is to supply the rolling stock for the Baker Street & Waterloo railway. The three factories which have induced it to establish an English branch at Manchester are the advantages of the ship canal, the coalfield of London as a port, and the greater supply of skilled labor in the north of England.

The company considered the offers made by the London docks and also overtures from the London & Southwestern Railway company at Southampton, but neither of the ports can compete with Manchester.

The company, which controls fifteen large works in the United States, acquired the ground last week and yesterday scores of men were engaged in putting down sidings. The delivery of finished cars will commence early in March.

The erection of the workshops will be done by local labor, and they are estimated to cost \$100,000.

AMERICAN.
JAN. 3, 1905.

RAILROAD LIFTS AGE LIMIT.
Boston, Jan. 2.—That the New Haven Railroad has canceled its thirty-five years' age limit and in the future will employ men regardless of age is the announcement made at a meeting of the Boston lodge of the Brotherhood of Railway Trainmen.

RECORD.
JAN. 9, 1905.

PERIL FOR MANSFIELD; ACTOR PREVENTS WRECK

Coupling Pin Breaks During the Trip
From St. Louis to Chicago and
Cars Are Held Together
Only by a Chain.

The alertness of Richard Mansfield saved him and those in his car from a serious accident early yesterday morning while the company was traveling from St. Louis to this city, where, to-night, in the Grand Opera House, Mr. Mansfield will open a five weeks' engagement before an audience that promises to be of grand opera brilliance. The first offering will be "Ivan the Terrible."

On the trip from St. Louis Mr. Mansfield was traveling in a private car at the rear of the train which carried the members of his company and the scenery for his productions. At 4 o'clock in the morning he was awakened by grinding, pounding noises and immediately notified the porter.

Investigation soon developed the fact that the coupling pin which linked his car to the one ahead was broken. For some time a ment, and would have snapped in a short time, cutting off the car from the train and making a wreck which might have cut short Mr. Mansfield's career.

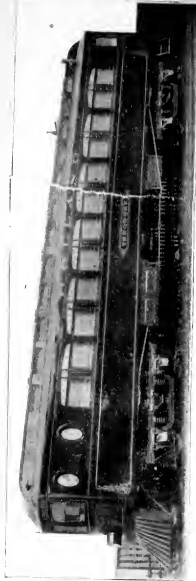
A suite of nine rooms was engaged at the Virginia Hotel for Mr. Mansfield. After the installation he took a brisk walk along the Lake Shore drive and the esplanade, without an overcoat, as is his habit.

Mr. Mansfield has many close personal friends in Chicago, and said last night: "I am very happy to be back in Chicago among friends, and anticipate great pleasure in playing before them again."

Among those who will give box parties at to-night's performance are Mrs. Potter Palmer, Mr. and Mrs. Frank B. Noyes, Mr. and Mrs. Franklin MacVegh, Mr. and Mrs. C. H. McCormick, Mr. and Mrs. Mc McCormick, Mr. and Mrs. Walter Farwell, Mrs. H. H. Kohlsaat and Miss Pauline Kohlsaat.

The accident which Mrs. Mansfield met with in New York last October, when she was thrown from her horse, has prevented her from accompanying her husband thus far. Mr. Mansfield hopes, however, that she will be able to join him here week after next.

RY. REVIEW.
JAN. 7, 1905.



Type of Failure Car Used, Lackawanna & Wyoming Valley Ry.

INTER OCEAN.
JAN. 13, 1905.

TRAINMEN URGE REFORMS.

State Legislative Board Adopts Plans
at Springfield.

SPRINGFIELD, Ill., Jan. 12.—The committee on proposed legislation appointed yesterday at the initial meeting of the state legislative board of Railway Trainmen today offered its report at a second meeting of the board. This report recommends the adoption of a law for state inspection of safety appliances, the consideration of the fellow retort or contributory negligence doctrine, with a view to secure its passage, based on the Bates-Penrose bill now pending before the national Congress, and the adoption of a full crew bill for the operation of trains similar to the law now enforced in the state of Ohio.

Resolutions urging the adoption of the Bates-Penrose liability bill were forwarded to Illinois Senators and Representatives at Washington. The action taken by railway presidents and managers in abolishing the age limit rule was commended. The members placed a ban on the indorsement of applicants for political positions by the adoption of a resolution to such an effect. W. J. Edens of Chicago, chairman of the board, was selected to prepare the foregoing measures and to remain in Springfield to assist in their publicity and promotion.

The meeting has adjourned etc. etc.

RY. AGE.
JAN. 13, 1905.

STEEL BAGGAGE CAR FOR THE ERIE.

The Erie has just received from the Standard Steel Car Company a steel baggage car built after the plans and under the patents of the latter company. In general lines this car does not differ materially from the standard 60-foot baggage car of the road, although in external appearance it is unusually compact and symmetrical. The length inside is 60 feet and the total weight is 107,000 pounds. It is mounted on Erie standard 6-wheel trucks.

The underframing follows the lines used in steel freight cars built by this car company, with a few notable exceptions. The center sills consist of fish-belly plates, deep in the center, with angles riveted along the top and bottom



ALL-STEEL BAGGAGE CAR FOR THE ERIE—BUILT BY THE STANDARD STEEL CAR COMPANY.

and a steel cover-plate over the top. The side plates of the car are lapped and riveted at the belt rail, the lower sections extending below the floor level sufficiently to form a side sill. Two angles are riveted on the inside of this plate below the floor level, so the construction corresponds at that point to a channel underframe, with the great additional advantage that the plate which extends continuously upward to the belt rail acts as a deep girder.

Over the trucks the builders' regular bolster is used in a double form, and it transfers the load from the side and the center sills. There are in their usual position two needle beams, which are built up of plates and angles. The side posts and carlines are angles, while small section I-beams, placed transversely between the side and center sills, support the floor, which is double, with an air space. The floor and car lining are necessarily of wood, but steel roof plates are used.

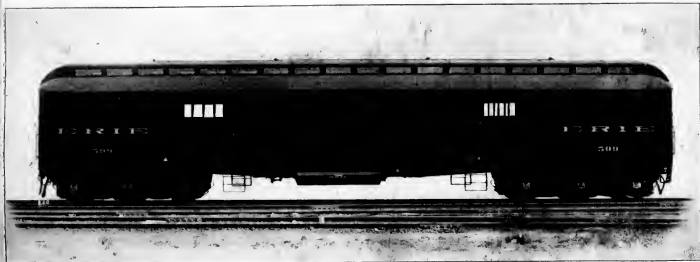
This car has Gold steam heat, Pintch gas light and Westinghouse brake equipment. An express car and a mail car of similar construction are being built for the Erie. The mail car will be 65 feet long and, while the framing will be similar to that of the baggage car, the introduction of windows will change the superstructure somewhat. The baggage car is now running, although its service at present is practically experimental. The great strength of these cars, with their comparatively small increase in weight, and their fire-proof qualities, should render the type valuable. Several mail cars of this kind have already been ordered by another road. As to riding qualities, judging from the favorable performance of the steel coaches in the New York subway, there should be nothing better to desire.

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NEW DINING CARS FOR THE GREAT WESTERN OF ENGLAND.

For the first service to Plymouth and Penzance, the 246 miles non-stop run from London, the Great Western has built some new dining cars which have several novel features, and they are a great advance on the ordinary con-

effect than keeping the sides lower in order to get the raised deck roof in the middle. This utilization of the whole area of the gauge has been so successful that probably all the new cars will be so designed. Moreover, the cost of fitting the clerestory and the trouble of keeping it water-tight are avoided. The effect of this modification on the interior appearance is well shown in the photographs.

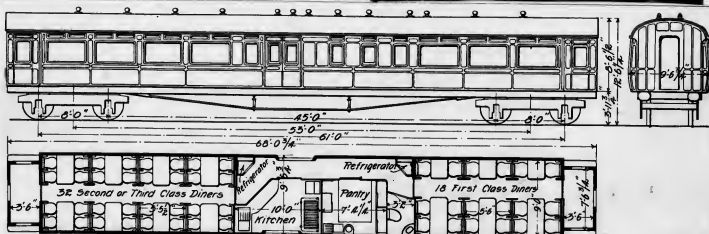


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The cars are 68 feet long—a great length for four-wheeled trucks—and they weigh 35 long tons empty. The seating capacity is such that 18 first-class and 32 second or third class passengers can dine at once. The fact that the "second and third" passengers are given a common

The first-class compartment is finished in polished walnut and sycamore panels, the roof being gold and white lin-crusta. The seats are covered with dark green American morocco. The tables are movable and the seats are balanced and assume a vertical position when not in use. The second and third class section is in polished mahogany and birchwood, the roof white and gold lined. The seats are the same as the "first" section, except that they are not carved and are covered with red American morocco. Beautiful photographic views of Great Western scenery are shown in the paneling. Great attention has been paid to ventilation both in the roof and sides, and large electric fans on ball sockets are arranged so that the flow of air may be directed in any direction. It is claimed these fans are used here for the first time in Great Britain on ordinary cars. The electric lighting is on Stone's system, the illustration showing the dynamo run from the axle and the boxes of accumulators beside it. The heating is by steam. The cars were built at the company's works at Swindon from the



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THE RAILWAY AGE

designs of Mr. G. Jackson Churchward, the chief mechanical engineer.

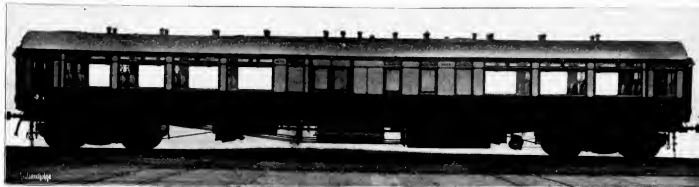
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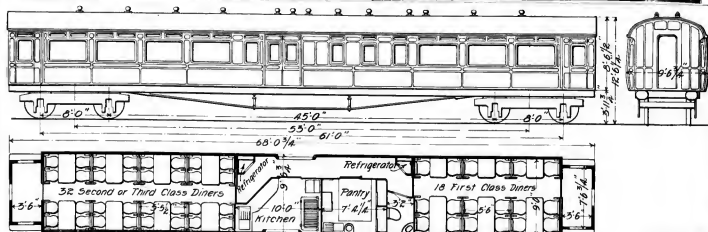


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interesting experiment demonstrating this rule. We had hidden a passenger engine into a division point after making 238 miles successfully with a heavy passenger train. The tubes were dry after firing, and the fireman followed the rules going to the chinker pit and arrived there with one-half gallon of water, 190 pounds of steam. I had occasion to go to the engine about 30 minutes after arriving and found her standing on the chinker pit alone. The first thing I noticed was the water running out of the front end of the ashpan almost in a sheet; the tubes were leaking badly. I got up on the engine and the steam showed 190 pounds. The water in the glass was the same as when the boiler had been filled clear above the top water glass cock and there was no boiling to find out what had been done, for the evidence was sufficient. I waited, however, to clinch the object lesson. He soon came back and I said to him: "Did you put any water in this boiler before you left?" He said: "Yes, we had to go over to the pay car, and before leaving the engine we put on both injectors and filled her up good and full so she would hold until we got back." I explained to him that what he had really done was to fill her up good and full so she would not hold. He has not done it since.

Rule 2. Never blow water out of a boiler when the fire is dry, and in no case should there be more than 2 inches of 2 feet of the mudring.

Rule 3. Water should never be put into a boiler when cleaning or knocking fire, or after the fire is out.

The reason for this is that there is no heat in the fire-box to warm the injected water up to the temperature of the water in the boiler, and we have the inequalities of temperature which show in the form of the most ruinous



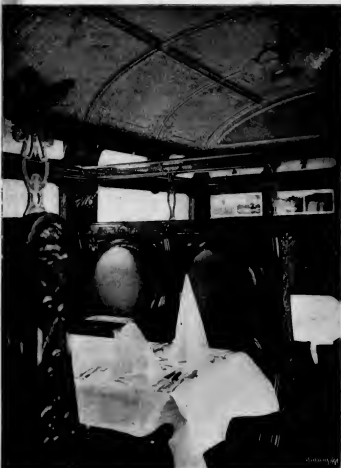
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the injector on very much sooner than in the former case, as it does in the case just cited, and therefore you can put down you will find that the steam gauge does not drop back top and bottom. When an engine starts a train in this condition the boiler remains more nearly at a uniform temperature, to shut off injectors at the tank. In doing this the water in the tank was used. We find it very much better practice than in the past the filling up of the boiler which stands as steam. It will be readily seen that all the water gathered the steam pressure is up so that they can put the water on the engine to get two or three miles under way before the pressure. With this kind of practice it is not uncommon top and very materially reduces the temperature and steam The cold water from the bottom mixers with the hot at the of the throttle puts the water in the boiler in circulation. The reason for this is that the opening gauge drops back. The injector is shut off and the engineer starts out his steam

WESTERN RAILWAY OF ENGLAND.

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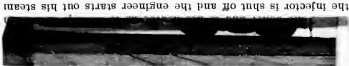


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**NEGROES' HEADLINE
COMPLETES NEW PAPER.**

**White Men Attempt to Have
Booker T. Washington Put
Off Southern Train.**

AROUSED BY PRESENCE.

**Tennessean Says, "This Man Is
Going to Be Killed Some Day,
Mark My Word."**

[BY A STAFF CORRESPONDENT.]

Ormond, Fla., Jan. 21.—[Special.]—Booker T. Washington was a passenger yesterday on the Kansas City-Jacksonville sleeping car of the "Frisco" line, which arrived here this morning. The colored educator did not leave the car until he reached Birmingham, where he took a train for Tuskegee, but he remained in it against the vigorous protest of two or three southerners, who at one time seriously debated the head of him and throwing him bodily from the train.

One of the men who objected strenuously to Washington's being on the train at Jacksonville today and was still greatly stirred over the matter.

Declares Booker Will Be Killed.

"On my return home," he said, "I shall see that proceedings are begun against the railroad for permitting this violation of the law. This is the only time in my life I ever had to ride in a car with a nigger. As for myself, I am a man of peace, but there's one thing sure, this nigger washing is going to be killed one of these days, mark my word."

Mr. Washington boarded the car in Kansas City Thursday night. There is no law in Missouri forbidding negroes from riding in cars occupied by white persons, and Washington's presence attracted no attention until yesterday forenoon, when the train was well along on its journey through Tennessee.

Southerner Startled by Negro.

Then a young Tennessean stepped into the other section of the sleeper and espied the colored man in one corner. "Well, I'll be —," exclaimed the southerner, looking directly at the educator. Washington made no reply.

When the Tennessean hunted up the Pullman conductor and then the train conductor and made his complaint, but both declared the negro had secured a ticket at a Kansas City call for accommodations on the sleeper to Birmingham, and they had no right to eject him.

The complaint then returned to the sleeper and explained the situation to other occupants of the car, which was sparsely occupied. He found one sympathizer, who agreed that the proper thing to do was to take hold of Washington and throw him bodily off the car.

Unable to Get Help in Ousting.

They appealed to a couple of other men to assist them, but they declined, as he was a stranger in a strange land and did not want to get into trouble, while the other declined outright to interfere.

The southern men then decided that, not being sure of the law on the subject, they would telegraph the facts to the sheriff of a county ahead, but the opportunity did not come until they reached Birmingham, where the cause of the trouble left the train. With him went the white man who had refused outright to join the proposed ejection proceedings, and he proved to be Washington's secretary.

Negro Plans Students' Farm.

Mobile, Ala., Jan. 21.—Booker T. Washington has an option on 150 acres of land five miles from Montgomery, and it is said he will establish on it a school farm of experimental station for negroes. Since this has been known the white residents of the neighborhood have been very restless.

RECORD.

JAN. 24, 1905.

"THE REPORT WAS SPECIALLY MADE BY THE STEAM FITTERS AND HELPERS UNION. THE STEEL SOCIETY AND AMERICAN FOUNDATION ARE TO BE MENTIONED IN THE REPORT WHICH WAS EMPHATICALLY DENIED TO BE OFFICIAL QUARTERS. PRESIDENT HERRICK OF THE STEAM FITTERS' UNION WHEN ASKED CONCERNING THE MATTER, SAID: 'WELL, IF THERE IS A REPORT TO BE MADE BY A COMMITTEE, I FEARED, NO ONE HAS ASKED ME ABOUT IT.'"

DIST. SUPPLY OFFICE
THE PULLMAN COMPANY
JAN 25 1905
DETROIT, MICH.

FREE PRESS.
JAN. 27, 1905.

**WAS ALL
A BLOFF**
ADVANCE TALK OF NO BIG
JUNKET.

MEMBERS WILL TRAVEL MOST
OF TIME TOGETHER.

PULLMAN SLEEPERS WILL ALSO
BE FORTHCOMING.

ONE MORE COMMITTEE THAN
USUAL IS TO GO.

Negroes Begun Yesterday to Last
Until February 1.

(G. F. REYNOLDS, Staff Correspondent.)

Lansing, Mich., January 24.—There will be no session of the legislature for the next ten days. About 6 o'clock this afternoon both houses adjourned to give the committee on various state institutions a chance to pay their visits, and the lawmakers will return to their desks here until Tuesday evening, February 7.

In the last few hours of the session, the members were so much more concerned about railroad tickets than they had been, and they studied to show appears that though the various committee-men are to leave their homes shortly they will not be journeying all the way round, as they will travel most of the way over the north country in company.

A week or ten days ago, when the chairman of the various committees on upper peninsula institutions got together, they decided that they would follow the advice of Gov. Warner and Speaker Master. Each member was to leave his own home and each committee was to visit the institution to which it was assigned, making no noise and attending strictly to business.

It was given out that the Pullman company had refused special free tickets and that the traveling legislators could not get free berths and convenient facilities in the department, even if they wanted them. And then there was feigned in the

**MAY STRIKE AT
STEAM FITTERS' SHOPS**

Steam Fitters and Helpers Say
They Have Been Mised On
Wage Contract.

CLAIM BROKEN AGREEMENT

The Pullman Car Company is in trouble with the Steam Fitters and Steam Fitters' Helpers' Local Unions over the alleged misrepresentation of wages in hiring men. The union has called a special meeting tonight to investigate the charges.

According to reports the men were hired at an agency downtown at 25 cents an hour and taken to Pullman to work in the main shops of the company. On pay day they received only 20 cents an hour and applied to the company for an explanation. They were then told, according to information furnished by the union, that the positions could readily be filled with other men if they did not care to continue longer in the service and that no further explanation was given and no heed paid to the grievances of the workers.

Will Hold Meetings To-Night.
Meetings have been called for Kensington and the Chalmet districts to discuss the matter and take action against the corporation. The first meeting will take place to-night at Fifty-third street and Ashland avenue, where Local No. 30 of the Steam Fitters' Helpers will take action regarding the matter and will make recommendations to the other locals.

An investigation shows that all trades are thoroughly organized now at Pullman and that a concerted move to secure better wages and, also, to have the trade agreements in the early Spring, is anticipated.

2,800 Men May Be Involved.
At present 2,800 men are said to be working in the main car shops, where the wages of twenty-six steam fitters and helpers are affected, and should strikes be necessary to rectify the case the entire shops will be closed.

The busy season is just beginning and the working force is soon to be increased. The unions shops are now working over 1,000 men.

RY. REVIEW.
JAN. 28, 1905.

The Barney & Smith Car Co., Dayton, Ohio, will build an addition to its plant to cost the additional 100,000. Plans have been completed by the Car Co., New York. The incorporation of \$100,000 has been incorporated, with the incorporators and directors for the first year are: G. F. Johnson, E. R. Oldick and A. Staszewski, all of New York.

NEGROES' LEADER MEETS NEW FOES.

White Men Attempt to Have Booker T. Washington Put Off Southern Train.

AROUSED BY PRESENCE.

Tennessean Says, "This Man Is Going to Be Killed Some Day, Mark My Word."

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Southerner Started by Negro.

Then a young Tennessean stepped into the other section of the sleeper and espied the colored man in one corner. "Well, I'll be—," he exclaimed, the southerner, looking directly at the educator, Washington made no reply.

Then the Tennessean hunted up first the Pullman conductor and then the train conductor and made his complaint, but both declared the negro had secured a ticket at Kansas City calling for accommodations on the sleeper to Birmingham, and they had no right to eject him.

The complainant then returned to the sleeper and explained the situation to other occupants of the car, which was sparsely occupied. He found one sympathizer, who advised that the proper thing to do was to take hold of Washington and throw him bodily off the car.

Unable to Get Help in Ousting.

The speaker to a couple of other men to assist them, but one declared he was a stranger in a strange land and did not want to get into trouble, while the other declined outright to interfere.

The southern men then decided that, not being sure of the law on the subject, they would telegraph the facts to the sheriff of a county ahead, and opportunistly did not come until they reached Birmingham, where the cause of the trouble left the train. With him went the white man who had refused outright to join the proposed ejection proceedings, and he proved to be Washington's secretary.

Negro Plans Students' Farm.

Mobile, Ala., Jan. 21.—Booker T. Washington has an option on 150 acres of land five miles from Montgomery, and it is said he will establish on it a school farm or experiment station for negroes. His plan has become known to the white residents of the vicinity are aroused. Every resident of the vicinity has signed a petition addressed to Washington, asking him not to close the pur-

RECORD.
JAN. 24, 1905.

The report was circulating naturally and passed steel Car and American Car and Foundry, Railway Steel Springs and American Foundry, etc. to be merged, but the report was emphatically denied in official quarters. President, Director of Foundry Steel Car, when asked concerning the matter, said: "Well, if there is going to be such a consolidation formed, no one has asked me about it."

JAN 25 1905

FREE PRESS.
JAN. 27, 1905.

WAS ALL A BLUFF

ADVANCE TALK OF NO BIG JUNKET.

MEMBERS WILL TRAVEL MOST OF TIME TOGETHER.

PULLMAN SLEEPERS WILL ALSO BE FORTHCOMING.

ONE MORE COMMITTEE THAN USUAL IS TO GO.

Recess Begun Yesterday to Last Until February 7.

(E. R. Krasch, Staff Correspondent.)

Lansing, Mich., January 28.—There will be no session of the legislature for the next ten days. About 4 o'clock this afternoon both houses adjourned to give the committees on various state institutions a chance to pay their visits, and the lawmakers will not return to their desks here until Tuesday evening, February 7.

In the last few hours of the session the members were much more concerned about railroad tickets than about resolutions, and they studied railroad time tables more industriously than they did bills.

It now appears that though the various committees are to leave their homes singly, they will not be lonesome all the way round, as they will travel most of the way over the north country in company.

A week or ten days ago, when the chairman of the various committees on upper peninsula institutions got together, they decided that they would follow the advice of Gov. Warner and Speaker Master. Each member was to leave his own home and each committee was to visit the institution to which it was assigned, making no noise and attending strictly to business.

It was given out that the Pullman company had refused special free sleepers and that the traveling legislators could not get free berth and convenient commissary departments, even if they wanted them.

And then there was felicity in the department and serenity in the room, while the legis-

MAY STRIKE AT PULLMAN SLEEPS

Steam Fitters and Helpers Say They Have Been Misled On Wage Contract.

CLAIM BROKEN AGREEMENT

The Pullman Car Company is in trouble with the Steam Fitters and Steam Fitters' Helpers' Local Unions over the alleged misrepresentation of wages in hiring new. The union has called a special meeting tonight to investigate the charges.

According to reports the men were at an agency show down at 35 cents an hour and taken to Pullman to work in the shops of the company. On pay day they received only 20 cents an hour and they decided to call for an explanation. They were then told, according to information furnished by the union, that the conditions could readily be filled with other men if they did not care to continue longer in the service and that no further explanation was given and no heed paid to the grievance of the workers.

Will Hold Meetings To-Night.

Meetings have been called for Kensington and the adjacent districts to discuss the matter and take action against the corporation. The first meeting will take place to-night at Fifty-third street and Avondale avenue, where about 20 of the Steam Fitters' Helpers will take action regarding the matter and will make recommendations to the other locals.

An investigation shows that all trades are thoroughly organized now at Pullman and that a concerted move to organize for wages and above all else trade agreements in the early Spring, is anticipated.

2,800 Men May Be Involved.
At present 2,800 men are said to be working in the main car shops, where the wages of twenty-six steam fitters and helpers are affected, and should strikers be necessary to rectify the case the entire shops will be closed.

Why wages in the early Spring is not being and the working force is soon to be increased. The unions' claims are now worth about \$200,000.

Illustration: A man in a suit, possibly a worker or official, looking towards the right.

RY. REVIEW.
JAN. 28, 1905.

The Farmers & South Car Co., Dayton, O., will have an addition to its plant to cost about \$250,000. Plans have been completed for the addition.

—The Montgomery Pick & Tool Co. have ordered, with a capital of \$50,000, a new plant at Montgomery, Ala., and directors for the first time, Messrs. G. F. Johnson, E. E. O'Leary and A. Slawogski, all of New York.

Envelope _____

 Foldout _____

Insert _____

the speaker
ators were given many a friendly edi-
wag out' back.

And Pullmans, Too.

But this morning it was announced that all this serenity of virtue was a false alarm. Each member has his own transportation, and many of them will leave for the north alone or with only their respective wives. Most of them, however, will meet at Marquette next Tuesday, and thence they will travel together. It now appears that the announcement that there would be no free Pullman was either strictly for publication, or the managers of the company have changed their minds, because the Pullman passes have been forthcoming for the whole trip.

After the committee meet at Marquette and visit the prison and normal school there, they will go on to Houghton and take in the mining school; to Calumet for the Calumet & Hecla mine, and then down to Chicago on the Chicago & Northwestern. After which the travelers may return at any time they please, as there will be about three days from the time they arrive at the Illinois metropolis until they get back to business at Lansing.

It is given out that there will be

one more committee than usual—that on mines and mining, which has nothing in particular to do, but whose members seem to want a better acquaintance with the northern part of the state.

More Junketers Provided For.

Junket matters stirred up a fight this afternoon, when Rep. Whelan introduced a resolution that one member of the house committee on ways and means should accompany each committee visiting a state institution. Rep. Holmes, of Gratiot, protested, declaring that there was no necessity for ways and means members going on these trips.

Whelan declared his move was one of economy, as in previous sessions the ways and means committeemen were instructed to go visiting at other times. R. N. Adams said that in previous sessions the members were not paid mileage or expenses, but this resolution would give them a little "draw" on the treasury. The resolution was tabled, 38 to 28. A little later, however, this vote was reconsidered and it was adopted, 38 to 25. Then Holmes offered a resolution that those members of the ways and means committee who visit state institutions do so without expense to the state. However, Holmes' resolution was tabled, 51 to 9, and the ways and means junketers will collect mileage.

However, some of the members of regular visiting committees object to having "outsiders" with them, and Representative Higgins, who is on the upper peninsula asylum committee, declared after today's session that if any ways and means committeemen tried to go Higgins would refuse to go. "I think we know our business without any outside advice," said Higgins, hotly.

Chairman Ward, however, says it is not intended to send ways and means committeemen on the big junket necessarily, but to send them to the institutions from time to time.

A resolution presented by Senator Woodman, Chairman Traver, of the committee on gaming interests, was empowered to appoint a member of that committee to accompany the committee on fisheries on their tour of inspection of the various state hatcheries next week. Senator Traver appointed Baird, of Saginaw.

AMERICAN,
JAN. 30, 1905.

The Organize Our Shops.
International President P. F. Richardson of the Association of St. Louis railroad men addressed several important meetings at Pullman and announced his intention of thoroughly organizing the employees of the great car shops.
Two shops have been established at Pullman, the coast department and another in the freight car department. The question was taken up by Mayor May L. The Chamber of Commerce are advising, but has been asked to make a survey of the situation of the shops that the company has had 50 cars at 25 cents an hour and a 15-cent day.
The result of that method of dealing with the employees. An investigation of employment agencies, which the men are hired, will also be made.

INTER OCEAN,
JAN. 31, 1905.

UNION PACIFIC CUTS RATES.
Record Breaking Schedule Between Chicago and Western Cities.

OMAHA, Neb., Jan. 30.—Western roads have inaugurated the largest movement to secure settlement in Kansas, Nebraska, Colorado, and Wyoming that has ever been undertaken by them.

The Union Pacific road has taken the initiative by providing for February and March the lowest rates ever made between Chicago, St. Louis, Kansas City, Omaha, and points in Kansas west of Manhattan, and in Nebraska west of Columbus. In Colorado the territory extends to Limon and Fort Morgan, and in Wyoming to Rawlins.
These rates will be one fare, with three weeks' limit, and a maximum of \$30 from Chicago, \$40 from St. Louis, and \$11 from the Missouri river, with extensive-stop-over privileges.

AMERICAN,
FEB. 3, 1905.

**FIREMEN FIGHT
FLAMES THE
BITTER GOLD**

Firemen contended their battle with the cold and flames early today. A three-story double brick building in block 8, Pullman, was partially destroyed by fire. The building was occupied on the first floor by Spiros Kavooras as a grocery and meat market, while the two upper floors were used as a storeroom by the Pullman Company.

The origin of the fire may be investigated by Fire Attorney Johnson. According to the police the flames were discovered in three different parts of the building. When the firemen arrived the entire fire and second floors of the building were aflame. Marshal Fitzgerald's men, on a second call and with the aid of additional cognate the fire was extinguished with a loss of \$5,000 to the contents of Kavooras' grocery and meat market and a loss of \$2,000 to the Pullman company. The building was damaged \$3,000.

Five Burned Fiercely.
When discovered by a policeman from the Keselington station the flames were, the police say, burning fiercely. The entire first and second floors were aflame. When the firemen arrived they were forced to fight the flames from three sides of the building.

With the arrival of the second batch of engines Marshal Keopoo arrived. To number with Marshal Fitzgerald the latter fought the flames. Many of the firemen were forced to leave their posts for short periods to warn themselves. Some of them, after a battle of one hour, had

NY. WORLD,
FEB. 3, 1905.

TO PROTEST AGAINST HURRIED LEGISLATION

"Your city is reached by several railroads. Some of them have short and direct routes to important terminal points, others reach the same terminal points in a round-about way, touching other markets en route; all the railroads, however, make the same rates to the terminal points in question, giving your city the benefit of several lines. Even where cities are not reached by several railroads, other lines in the nearby section have an influence on the rates. To arrive at the rates charged, the railroads and the communities have worked in unison for years to bring about what is in the main considered a fair adjustment. You are well aware that all rates on raw material and manufactured product are made on a commercial basis, involving a consideration of geography, etc., and not on a mileage basis, and you can readily understand that changes in part without consideration of the whole will throw the entire country into chaos, putting some cities at such a disadvantage as to cause their rapid decline and necessitating the re-location of business centers."

With the above as an introduction, Luis Jackson, industrial commissioner of the Erie, has sent a circular letter

to business organizations of all the cities and towns along that railroad asking them to take action at once protesting against any hurried legislation by Congress on the subject of Congressional railway legislation. It says that "you are interested as much as we are in taking prompt steps to see that this whole matter is given adequate and profound consideration."

STATE LEGISLATURES AND THE RAILWAYS

The Legislature of Texas has a bill before it requiring railroads to give free transportation to State officials and members of the Assembly. Members will continue to draw mileage if the bill passes, as this is one of the Constitutional prerequisites of the office. Other measures before the same body add to the railroad burden of taxation,

place the Pullman Company under the jurisdiction of the State Railroad Commission, and seek to reduce the rates for upper berths.

The Illinois Legislature also is considering a bill to regulate sleeping car rates. It provides a maximum charge of 50 cents per 100 miles for a lower berth and 35 cents for an upper berth, with fine of \$100 to \$500 for each violation.

Railroad corporations would be benefited by the passage of a bill now before the Pennsylvania Legislature, intended to relieve corporations, limited partnerships and joint stock companies of the State tax on the amount of their capital stock invested in real estate necessary for the conduct of their business. These corporations pay five mills on the dollar of their capital stock, and the object of the bill is to relieve them from paying the State tax on property which is assessed for local purposes.

Uniform car service and delayage charges are called for by a bill before the Wisconsin law makers, compelling railroads to furnish cars upon demand in writing. A demand for from one to five cars must be satisfied within 72 hours; a demand for from six to twenty cars within six days, and a demand for more than twenty cars within ten days. A penalty of \$1 a day is provided for each car not so delivered, and if a car is not loaded within 48 hours after delivery to the shipper, the latter may charge \$2 by the railway company.

Two measures providing for the greater safety of railroad men are before the Legislature of Illinois. The first requires all railroads in the State to install automatic couplers before January 1, 1906, and to equip all passenger cars and at least 30 per cent of the freight cars with air brakes; requires semi-annual reports of the number of cars equipped, creates the position of inspector of automatic couplers and air brakes at a salary of \$1,500 a year and expenses, and provides severe penalties for violations of the law, railway officials being made personally liable.

The second measure is known as the "full train crew" bill, and makes it unlawful for any railway to run a passenger train of five cars or less with less than a full passenger crew. This, the bill provides, shall consist of one engineer, one fireman, one conductor and one brakeman, and for more than five cars, two brakemen. Freight train crews must consist of six persons, including three brakemen. The bill is not intended to apply to electric roads.

A bill providing for separate accommodations for white and negro passengers on railway trains has been introduced in the Missouri Legislature. It is similar to statutes now in force in certain Southern States. Violations are punishable by a fine of \$500 to \$1,000, and conductors failing to carry out the provisions of the act are subject to a fine of \$50 to \$100 for each offense.

AMERICAN,
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To Organize Car Shops.
International President P. F. Richardson of the Association of Car Workers has announced several important findings at Pullman and announced his intention to organize the employees of the cars.
Two strong locals have been established at Pullman. The union department and another is to be taken up in Chicago. The (Canadian district) Pullman are willing to have the local unions all through investigation of the local rates that are paid them but 50 cents a day for an hour and a half. It has been found in both shops as a whole. A investigation of the Pullman agency, where the men are hired, will also be made.

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FIREMEN FIGHT FLAMES IN THE BITTER COLD

Firemen continued their battle with the cold and flames early to-day. A three-story double brick building in block 8, Pullman, was partially destroyed by fire. The building was occupied on the first floors by Spiros Kayvoras as a grocery and meat market, while the two upper floors were used as a storeroom by the Pullman Company.

The origin of the fire may be investigated by Fire Attorney Johnson. According to the police the flames were discovered in three different parts of the building. When the firemen arrived the entire first and second floors of the building were aflame. Marshal Fitzgerald was in a second call and with the aid of additional engines the fire was extinguished, with a loss of \$5,000 in the contents of Kayvoras grocery and meat market, and a loss of \$2,000 to the Pullman company. The building was damaged \$1,000.

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With the arrival of the second batch of engines Marshal Kenyon arrived. To fight the flames. Many of the firemen were forced to leave their posts for short intervals to warm themselves because of the cold. After a battle of two hours the flames were subdued.

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PASS FOE; PASS USER?

New York World Says President Roosevelt Accepts Favors From Roads.

PRIVATE CAR EVER READY

Special Trains Gladly Given by Railroads to Executive, Declares Gotham Paper.

[SPECIAL TO THE RECORD-HERALD.]
NEW YORK, Feb. 4.—The New York World prints the following dispatch from its Washington correspondent:

"A. B. Stickney, president of the Chicago Great Western Railroad, in his address before the Washington Economic Society last night, called attention to the fact that for fifteen years Presidents and members of Congress have openly disregarded the law which makes it a misdemeanor for anyone but an official or employe of a railroad company to travel on a pass. What is needed to break up the practice, he said, is an illustrious example, such as could be furnished by the President.

TRAVELS A GREAT DEAL.

"In the three years and a half he has been President Mr. Roosevelt has traveled in private cars, on passes and on special trains much more extensively than any of his predecessors, and possibly more than all of them combined. He always rides on passes in a private car, as do all of the members of his family and the guests and employes who go with him, and unless the trip is a very short one he travels in a special train which always is luxuriously appointed and lavishly supplied with things to eat, drink and smoke.

"The private car Olympia, the Pennsylvania Railroad's finest piece of equipment, has come to be known as 'the President's car' from the frequency with which it is used by Mr. Roosevelt. It always is at his disposal, and every time he is to take a trip it is overhauled and put in perfect order. When the President takes a long trip he is furnished with a train of brand new Pullmans, liberally supplied with substantial food delicacies.

RAILROADS WANT GLORY.

"The train does not cost the President a cent either for transportation or supplies. The railroads are glad to furnish it, as they consider it a good advertisement to transport the President.

"Mr. Roosevelt did little traveling last year on account of the campaign. After the election he went to St. Louis on a special train. Last week he went to Annapolis in a private car, from there to Philadelphia and back to Washington he had a special train.

"In the first two years he was in the White House Mr. Roosevelt went on twenty-two trips, many of which were on special trains. His longest trip was in the summer of 1885, when he went to the Pacific coast in an electrically appointed special train, for which a private citizen would have had to pay \$1,000 a day. The trip lasted sixty-two days.

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IS MODEL TRAIN OF THE SOUTHWEST

Missouri Editor's Enthusiasm Over His Treatment on St. Paul Limited

CHULA, Mo., Feb. 3.—Some of our readers will remember that this paper has always thought the southwest limited of the Chicago, Milwaukee & St. Paul railway a fine train. Last week we found ourselves on the limited, and by chance learned it was just one year ago that the train made her first flight out of Chicago and folded her quivering wings a few hours afterwards at Kansas City Union depot. She is sure out of tin feathers now.

During the first few months, after this train was started, we often felt solicitous as to her success. Our trip on Dec. 6, which was the train's birthday anniversary, says the Chula News, was the first in eight months, and we went distinctly undermanned, and we are not going to lie awake nights any more worrying about the southwest limited losing any money. We walked the entire length of the train to find a seat. It is at this moment the most popular and best patronized train between Chicago and Kansas City.

Every Seat Taken.

We, of course, went broke, by taking supper on the train coming down, and as true as we tell you every seat, four to the table, was taken several times before we reached Chillicothe. It is the best patronized dining-car we ever saw, and our experience isn't confined to the middle states.

"Think of it, all in one year. She will have to be run in two sections on her next birthday.

The supper we had was the most delicately seasoned and splendidly served we have ever found anywhere. When we say we went broke we do not mean that the charge was great. We had been in Kansas City all day.

You can tip the nigger if you want to, but don't have to. He has a pocket for the purpose, however, in his white clothes. But he don't know what you are going to do about the tip, so you get the best in the world, just the same.

The surroundings are more sumptuous than in any Chicago or New York restaurant, and the charges much less than many of them. We had our son with us, and supper for both cost only \$1.25. When you take into consideration that the breakfast would melt in your mouth and induce your very soul with religious fervor you will acknowledge it was not too much. Then we had Lyonnaise potatoes, coffee, Java and Mocha blend, milk, hot cakes with maple syrup. We had 15 cents left, and came near giving it to the nigger. Wish we had now, as we spent it for some fool thing since.

The truth is, if you want to save time, if you want to live in the midst of things, if you want to dine like a king and be served like a king's best girl, use the Southwest Limited always when you go to Kansas City or Chicago.

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JOURNAL.

FEB. 3, 1905.

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The supper we had was the most delicately seasoned and splendidly served we have ever found anywhere. When we say we went broke we do not mean that the charge was great. We had been in Kansas City all day.

You can tip the nigger if you want to, but don't have to. He has a pocket for the purpose, however, in his white clothes. But he don't know what you are going to do about the tip, so you get the best in the world, just the same.

The surroundings are more sumptuous than in any Chicago or New York restaurant, and the charges much less than many of them. We had our soup with us, and supper for both cost only \$1.36. When you take into consideration that the breakfast would melt in your mouth and increase your very soul with religious fervor you will acknowledge it was not too much. Then we had Lyonnais potatoe, coffee, Java and Mocha blend, milk, hot cakes with maple syrup. We had 15 cents left, and came near giving it to the nigger. Wish we had now, as we spent it for some fool thing since.

The truth is, if you want to save time, if you want to live in the midst of things, if you want to dine like a king and be served like a king's best girl, use the Southwest Limited always when you go to Kansas City or Chicago.

Economical and Sanitary Car Cleaning.

If you have ever looked at an energetic man beating a carpet, you have probably observed that it took a great deal of hard work and time to actually dislodge the dust and dirt, and that the carpet was made to suffer very severely in the process. That is an object lesson on cleaning where wear and tear are at the maximum. If you have watched the gentler process carried on by a maid dusting articles on mantel-piece and tables, or sweeping a room, you have no doubt come to the conclusion that what she does is not so much a dust-removing operation as it is a dust-displacing and dust-shifting operation in which a great deal of time is spent for very imperfect results, though the wear and tear is light. The Kenney Vacuum Sweeping System as we saw it applied to the cleaning of cars in the yard of the Central Railroad of New Jersey was a revelation in the art of getting rid of dust, which makes the hard working carpet beater and the tidy housemaid look like very small change indeed.

The plan which has been admirably worked out by Mr. David T. Kenney, of 72 Trinity place, New York, is briefly that a system of pipes is run through the yard with ground jointed inlet roadway cocks placed at convenient points, and a vacuum pump with me-

chanically operated valves, and stationed in the power house creates a high vacuum, and draws air through the system of piping which covers a distance of 3,600 ft. There are in all about 3 miles of piping varying from 5 to 2 ins. in diameter. There are many interesting details in the operation of this system, but that much is the idea in a nutshell.

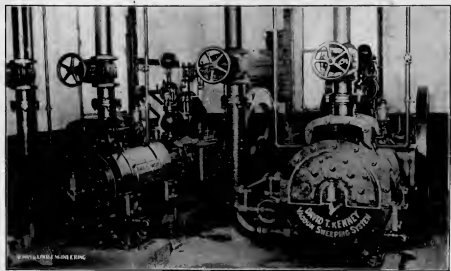


CLEANING CAR SEATS—KENNEY VACUUM SYSTEM.

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From the various couplings, hose pipes are led to the interior of cars, and any one of these hose terminates in a metal pipe with a flat triangular end, along the base of which is an opening that is simply a slot. When the "air drawing machine," as the inventor calls the pump, is in operation, air is drawn into the pipe and enters through the long thin slot opening at such velocity that it carries in all the dust in the immediate neighborhood of the slot.

This pipe with the slot opening is run quickly and evenly over the plush



AIR DRAWING MACHINES—VACUUM SWEEPING SYSTEM.

omy in large letters in car cleaning and maintenance.

As the beauty and simplicity of the whole thing begins to enter the observer's mind he will be shown the couplings which are made tight with ground joints and do not require washers or gaskets. The easy curve of all the pipe bends is assured. Specially made recessed pipe fittings are used which preserve the unbroken diameter of the pipe-line all through and guarantee a smooth bore from end to end of the system. Iron pipes specially selected for their smooth interiors only are used, and there is nothing inside the pipes or fittings to arrest the flow of dust-laden air when once it has been drawn into the system.

A very important detail here comes in, and that is, that just as this dust-laden air is approaching the air-drawing machine it enters and passes to pass through two dust separators, and by the time the air reaches the valves and chambers of the pump it is entirely free from dust or grit and can also be freed from germs if need be. The two cylindrical separators are simple in the extreme. The first is the one in which mechanical separating takes place, and in it 90 per cent. of the dust is taken from the air. The second cylinder draws the air through water and completes the purification. If corrosive sublimate is used in this water the air comes off not only free from dust and dirt, but thoroughly rid of all organic matter. Both these separators are cleaned daily, the one containing water is usually piped direct to the sewer.

In the Jersey Central yards at Jersey City, of which road Mr. W. G. Bessler is general manager and Mr. W. McIntosh is superintendent of motive power, this system has practically doubled the number of cars cleaned. Carpets are swept, seats are gone over, curtains have the dust drawn from them, and mouldings and woodwork

can handle more cars than the same number of men elsewhere, because the Kenney vacuum system does not cause dust to fly through the car, to settle again somewhere else and be again wiped off. The Kenney system does not disturb any dust until it is actually sucked into the slot-mouthed cleaning pipe and headed for the separators and the sewer.

The absence of wear and tear on the equipment of the C. R. of N. J. will prolong the life of all kinds of internal fittings and furniture. Things last longer and look better in every way. This dust-collecting system act-



DUST SEPARATORS—VACUUM SYSTEM.

ually tends to get its own time of operation down to the minimum because there is less dust to be removed each day in any car which is constantly cleaned by the vacuum process, than can possibly be with cars which are handled in the usual way. The new system is economical all round the clock. It is sanitary and it is a dust remover which removes dust.

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seat covering of an ordinary car and forthwith the dust disappears. It does not get blown or driven off a seat back onto the seat itself or onto the ground, there to cause trouble again; it is taken entirely out of the car once and forever with one operation with a minimum of time and a complete absence of wear and tear, and those things spell Econ-

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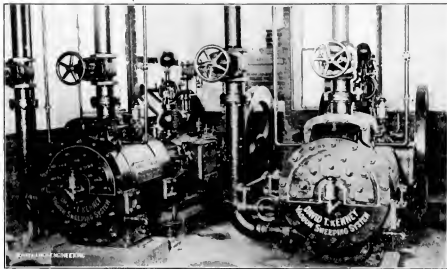
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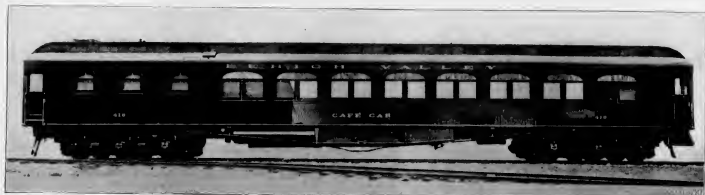
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AIR DRAWING MACHINES—VACUUM SWEEPING SYSTEM.

LEHIGH VALLEY CAFE CAR.

The Lehigh Valley has just received from the Barney & Smith Car Company two cafe cars for service on vestibule trains Nos. 29 and 30, which run between Jersey City and Wilkesbarre. The train which leaves Jersey City at 4:22 p. m., arrives at Wilkesbarre at 9:15 p. m., and returns the following day, leaving Wilkesbarre at 8:30 a. m., and arriving at Jersey City at 12:48 p. m. The cars, one of which is illustrated, were built according to specifications



LEHIGH VALLEY CAFE CAR.

of the railroad company, being intended for this particular service. They embody some new arrangements, a notable one being the compartment in one end of the car for 30 passengers. The trains are made up so that the dining room is at the rear next to the parlor cars, and the coach end is in front next to the coaches, a most convenient arrangement for the passengers.

The car is 70 feet long over end sills and 77 feet over platforms. The interior color scheme is green and gold,

candelabra and are placed also at the sides, one over each table. The Gould electric light system is used. Upper inside sashes of colored glass are placed in the windows, these being intended to soften the daylight illumination and harmonize the color effects. The coach compartment interior is entirely in harmony with the dining room.

A surprising thing about this car is the manner in which the space has been utilized so as to provide dining capacity nearly equivalent to that of ordinary dining cars, besides obtaining a passenger compartment which will seat 30 per-

sons. The dining room seats 23, while the usual dining cars seat about 28. This has been made possible by eliminating the usual buffet, shortening the dining room by one table and shortening the kitchen and pantry in proportion.

The kitchen and pantry accommodations are proportionately equivalent to those of usual dining cars. Separate compartments of adequate size are provided for linen, pastry, vegetables, meats, liquors, etc., and a large ice chest has been installed. The accompanying floor plan shows that



LEHIGH VALLEY CAFE CAR—PASSENGER COMPARTMENT.

the finish is in light mahogany, rubbed dull, the decorative effect being obtained by the use of Chippendale lines, inlaid panels and simple conventional borders on the head lining and deck, which is of semi-Empire style. The scheme of elegant simplicity is also carried out in the chair design, which is well shown by the photographic engraving. Pintsch gas and electric light are each provided, the dome lamps using gas, while incandescent lamps are mounted on the



LEHIGH VALLEY CAFE CAR—CAFE.

in saving space there has been no attempt to crowd the diners. These cars have met with much favorable comment from the traveling public during the short time that they have been in service.

Louisville & Nashville is reported to have made a contract with the New Orleans Terminal Company whereby that road will use the new union passenger station to be built at New Orleans, La.

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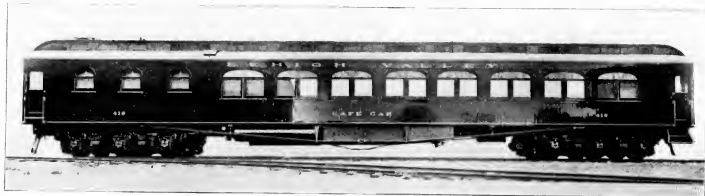
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PRIVATE CARS.*

Opportune Time to Subject Them to Per Diem Rates—Rates Which Should Govern.

By J. W. MIDDLEY.

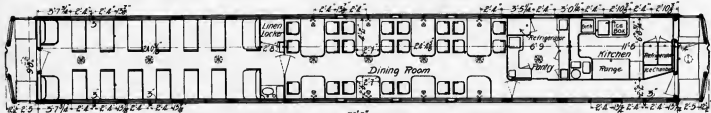
Certain carriers may say they are at the mercy of private car lines, not being equipped with sufficient refrigerators to care for perishable freight which, during a "rush" season, originates along their lines and is not a constant traffic. The solution is, in fact, there is no longer an excuse for hesitation or delay. The abuses complained of, which the president declares "must be stopped," could not flourish if allowances for the use of shippers' cars were limited to a reasonable basis. The succeeding step should be to lower the charges for icing or refrigeration to fair figures. Such services were formerly rendered (and can be procured) at prices much below those now in vogue; and it is in the interest of the railroads to inaugurate a return to proper tariffs. As a matter of fact, railroad companies ought to furnish the equipment necessary to move the products which originate along their respective lines, and the outcome of the present agitation (if not anticipated in ways I have repeatedly advised) is likely to result in legislation to that effect.

It will be admitted that individual companies could not well afford to acquire the necessary rolling stock to move

freight in the territory wherein those shipments preponderate, and at the same time would increase the compensation derived by railroad companies for the use of their similar equipment.

A mistake presumably made by those who advocate a lower rate for refrigerators is that 50 cents per day would insure to owners approximately \$15 per month. That could only be on the assumption that the cars would be constantly employed, whereas payments would be restricted to the time when the cars were under control of the carrier; that is, were subject to movement. For example, per diem would not be paid for dressed beef cars while the latter were being loaded or unloaded, or otherwise held at the convenience of shippers and beyond control of the carriers. The reasonable presumption is that refrigerators would not average more than \$10 or \$12 per month. The controlling element in the case would be the disposition to act fairly and intelligently. After an experience of one year or more, under normal conditions, it would be practicable to determine whether 50 cents for refrigerators would be fair to owners or not, and if it should appear that a reduction ought to be made, the price could be lowered; indeed, having once demonstrated the ability of the railroads to determine the extent and character of the allowances for refrigerators, it would be competent for the managers, at discretion, to increase or reduce the rate.

Confirmatory of the acceptability of the per diem rates advocated (50 cents for refrigerators and 30 cents for stock cars) I may say that when arguments in favor thereof were, on the suggestion of executive officers of transcontinental lines, made by the undersigned last year and vote thereon was requested, affirmative responses were received from



LEHIGH VALLEY CATTLE CAR—PLAN.

occasional business during what might be termed "rush" seasons. This would apply to shipments of range cattle, fruit from Michigan, grapes from New York and Ohio—which cases, as the illustrations—but those emergencies could be admirably met by an equipment company to be controlled by the railroads. Such company would supply special cars on fair terms, and thus place them equally at the command of all shippers. In that event, charges for refrigeration would be included in the freight tariffs, as they ought to be and were until private car lines observed the opportunity to profit abnormally by changing the rule to suit their selfish purposes.

The first step toward a reform as above would be to subject all refrigerator and private stock cars to reasonable per diem rates. That brings us to a consideration of what the latter should be.

Careful consideration of the circumstances involved satisfies me that a rate of 50 cents per car per day for all refrigerators, whether of private or railroad ownership, and of 30 cents per car per day for private stock cars, could safely be inaugurated, and that it would be expedient to make the trial as soon as possible. I admit that it would be inconsistent to allow 30 cents for a private stock car when a much more valuable high-capacity box car belonging to a railroad is exchanged at 20 cents per day; but it should be borne in mind that the prevailing per diem rate was a compromise, and by many, especially in the West, has never been thought sufficient. The best arrangement—the one most capable of defense—would be to establish variable rates on the basis of 30 cents for the standard car of 60,000 pounds' capacity. That would be quite practicable if per diem accounts should be settled through a clearing house, as was originally contemplated.

The proposed allowance of 50 cents per day for all refrigerators is an eminently just one. It would considerably reduce the payments for private cars engaged in the transportation of dressed beef, fruit, dairy and other perishable

the Canadian Pacific, Northern Pacific, Great Northern, Burlington System, Union Pacific, Atchison Topeka & Santa Fe, Illinois Central, St. Louis & San Francisco, Missouri Pacific, St. Louis & Iron Mountain, International & Great Northern, Texas & Pacific, Denver & Rio Grande and Washakie. The Southern Pacific dissented because the rate proposed would oblige the company to pay more than it now does for refrigerators, the allowances west of Ogden and El Paso on the Southern Pacific, also west of Albuquerque on the Santa Fe, being 3/4 cent per mile for cars when loaded, no account being taken of empty cars.

It is true that large interests, for good and sufficient reasons from their standpoint, deem the per diem rates I have suggested too high, and contend that 40 cents per day should be the maximum for refrigerators, and that no more should be allowed for private stock cars than prevails in the exchange of railroad equipment, but should be borne in mind that a proposal to fix the maximum allowances for refrigerators at 75 cents per day and for stock cars at 40 cents per day failed of adoption by the controlling lines east of the Mississippi River to the seaboard, after laborious efforts put forth with the executive officers in that territory for over a year. The conclusion is, therefore, forced upon me that the compromise I have indicated is essential to begin the reform.

When it became known that transcontinental lines were almost unanimous in favor of the per diem rates named, I was informed by the president of a line that extends from Chicago to New York that if the plan were adopted, it should be inaugurated in the West it would certainly be adopted in the East, and he offered to cooperate to that end. As the records of the conference quoted show the New York Central to be in favor of 50 cents per car per day for refrigerators, it should be apparent that the basis suggested—which would, as a starter, be fair to all concerned—could be made effective, and stands the best chance of adoption.

Reverting to the complaint of shippers that charges for refrigeration, when private cars are furnished, are excessive, the statement is renewed that railroad companies ought to compel the performance of such service at rates no higher than those which common carriers are able to command. It must be evident that the public will not allow this matter to rest until the charges for refrigeration are included and made a part of the freight tariffs; and the sooner that result is reached the better it will be for all

*Abstract of Chapter XVII of "An Inquiry," of which other articles have been published in The Railway Age of the following issues: Chapter I, October 16, 1902; Chapter II, October 17, 1902; Chapter III, November 1902; Chapter IV, November 21, 1902; Chapter V, December 19, 1902; Chapter VI, January 16, 1903; Chapter VII, July 19, 1903; Chapter VIII, July 31, 1903; Chapter IX, August 28, 1903; Chapter X, October 6, 1903; Chapter XI, October 28, 1903; Chapter XII, October 28, 1903; Chapter XIII, December 1903; Chapter XIV, February 5, 1904; Chapter XV, July 8, 1904, and Chapter XVI, September 29, 1904.

parties. It can best be accomplished by railroad companies obliterating the obnoxious distinction now made between private cars, when engaged in interstate commerce, and their own equipment, thereby insuring equality of treatment to all shippers under like conditions.

My concluding thought is, that as every candid railroad officer admits present allowances for private cars—particularly refrigeration—are grossly excessive, it follows that if by competent authority their continuance should be enjoined, few, if any, would stultify themselves by defending the same. Why, then, not "get together," as President Roosevelt earnestly desires the railroad should, and put private cars on a basis which will be both reasonable and defensible? All that is required would be to cast off the yoke that long has been galling to every right thinking man, and inaugurate conditions such as the undersigned has persistently advocated, and in that way do more than can otherwise be done to anticipate and probably avert legislation which cannot, if provoked, fail to be disastrous to railroad companies.

Once more I offer to convene such number of parties, in any given territory, as may desire to meet for the purpose before stated, on receipt of request to that effect. Should the reform be started on the basis outlined it would be certain to extend over the country. I am sanguine it could be commenced, (1) by transcontinental lines; (2) by those extending from the Missouri River to Saint Louis and Chicago; or (3) by the controlling roads such as the Mississippi which operate in Central Traffic and Trunk Line territories. It is not essential to obtain the assent of every line in each group above described. Present practices are illegal, and it ought not to be necessary to await the action of all competitors in order to stop that which has been declared unlawful.

In suggesting a conference with the view of starting the private car reform it should be understood that the per diem rates hereinbefore advocated are not necessarily the lowest that would be considered. If parties believe, and are prepared to show, that 40 cents per day or less would be sufficient to fairly compensate for the use of refrigerator cars, and that no more should be paid for a private stock car than for the equipment of railroad companies, views thus advanced would be treated considerably. The main thing is for the roads in any given section "get together" with the determination to improve a situation that has become intolerable alike to the railroads and the public, and the precise form of the reduction in allowances would surely be capable of reasonable adjustment.

RECENT BALTIMORE & OHIO IMPROVEMENTS.

The Baltimore & Ohio has almost completed the extensive improvements to the Cleveland division, which practically involved the rebuilding of the southern portion of the old Cleveland Lorain & Wheeling line, straightening the alignment, reducing grades and changing from single to double track. This work has been in progress about 18 months, and it is expected to be finished and ready for through operation by March 1. The total expenditure will amount to about \$4,000,000 and will put the line in first-class condition to handle traffic at an economical cost. The maximum grade on the division will be 15.8 feet to the mile northbound and 26.5 feet southbound.

To make a connection with the main line of the Baltimore & Ohio at Benwood, W. Va., it was necessary to build a line a distance of about a mile from the end of the bridge across the Ohio River at Bellaire. The original grade with the Cleveland Lorain & Wheeling, the old line of which terminated considerably below the bridge tracks. Steel viaducts were erected over the streets of Bellaire and across the Cleveland Lorain & Wheeling yards. The Ohio River bridge had to be entirely rebuilt to strengthen it to carry the heaviest engines. The improvement permits a direct movement of trains going west with the Cleveland division. Trains can go from Bellaire, to the Fairmont, W. Va., coal region on to Benwood Junction across the Ohio River, down over the new line to the Cleveland Lorain & Wheeling and to the Cleveland Fairport & Lorain, or out over the Central Ohio road to Zanesville.

The most important work done was the construction of the new cut-off line between Bridgeport and Flushing, the latter point being about 3½ miles south of Holloway, O. Nearly all of it is new rock. As a double-track, practically a new tunnel had to be built at Flushing, the old one being single track and having a heavy grade. Only a small portion of the old tunnel could be used. This work was completed several weeks ago. All the track between Bridgeport and Flushing is laid with 85-pound rails in place of the old 70-pound rails.

A new division terminal has been established at Hollo-

way, where modern facilities have been provided for handling the business. The terminal improvements consist of a large freight yard, classification yard, machine shop, round-house, turntable, water tank, ash pit and a large reservoir for storage of water.

Another important piece of work is between Chippewa Lake and Lester, O., known as the Medina cut-off, and consists of about 10 miles of new track. It shortens the old line by about 3 miles, and has just been finished. From Navarre to Columbia, the line has also been somewhat shortened. This is known as the Pigeon Run cut-off.

The channel of Stillwater Creek was changed to eliminate bridges at Freeport and a long passing siding was put in at Piedmont. The grade was reduced and additional track laid between Urbichsville and Canal Dover. The grade has also been reduced at Justin.

Large improvements have also been made to the terminals at Lorain, on Lake Erie, the most important of which is a new coal dock that was completed a few weeks ago and is now in use. The dock is 700 feet long and equipped with modern facilities for transferring coal from cars to vessels. These include a Jeffrey conveyor, telescopic chute and chute tower and engine and boiler. New track was laid and considerable dredging done to enable vessels to get up to the dock. A portion of the property purchased by the Baltimore & Ohio over a year ago at a cost of \$130,000 was used for the dock improvements. About \$90,000 was expended in constructing the dock. In addition to this work new machinery was installed in the machine shops, where repairs are made to locomotives and freight cars. The old buildings were destroyed by fire in December, 1903, and since then the shop for repairing passenger cars has not been rebuilt. The yard has also been considerably enlarged and additional tracks laid to facilitate the handling of traffic.

When the improvements on the Cleveland division were started the old Cleveland Lorain & Wheeling line was crooked and in bad condition. In practically rebuilding the line it was necessary to detour it at a number of places for the purpose of cutting down grades and lessening the curvature. This work, with the new terminal at Flushing and the improvements at Lorain, places the division in first-class shape for operation. It gives the Baltimore & Ohio a low-grade line to the great lakes that permits a prompt and easy movement of the large volume of coal from West Virginia points.

Coal Deposits in Illinois.

In a paper to be presented to the Western Society of Engineers at its meeting of February 1, 1905, on "The Necessity for a Geological Survey of Illinois," Mr. A. Bement calls attention to the inadequacy of existing reports on the geology of the state and to the desirability of more definite information, especially as to the location and extent of coal veins. The following table, showing the tons of coal produced per annum, by decades, almost from the infancy of coal mining in the state, is given to illustrate the increasing value of mineral deposits of this one kind alone:

1800	728,400
1810	2,524,163
1820	5,000,000
1830	12,638,364
1840	25,153,929

The writer adds:

"For the present year ending June next, the output will be approximately 33,800,000 tons, to be consumed at not less than \$78,000,000 and furnishing about 36,000,000 tons of freight per annum for railroads; or, assuming an average haul of 100 miles, 3,600,000,000 ton-miles of freight. In 50 years the total amount of increase among Illinois coal production will be 240,000,000 tons per annum."

"One of the parsimonious habits of careless writers and speakers is to repeat the old absurd assertion that our coal deposits are ' inexhaustible ' and may be depended upon to supply fuel for ' ages ; ' thus people who are not familiar with the matter are led to believe that money expended in investigating fuel supply and to encourage careful and economical mining is wasted. The history and geology of mining in Pennsylvania illustrates the rapidity of the exhaustion of important coal deposits; already the era of low-cost mining has passed; prices are necessarily raising rapidly, and it is difficult to predict a long life span for these fields, unless it be on the assumption of a substantial increase in price, sufficient seriously to curtail sales. In Illinois the low-priced mining is in the thick seams, or in the thick portions of the seams. The maximum area of the territory underlaid by thick seams, as far as present knowledge permits of an estimate, is only 12 per cent of the total coal measure area, and 9 per cent of the entire area of the state."

parties. It can best be accomplished by railroad companies obliterating the obnoxious distinction now made between private cars, when engaged in interstate commerce, and their own equipment, thereby insuring equality of treatment to all shippers under like conditions.

My concluding thought is that as every candid railroad officer admits present allowances for private cars—particularly refrigerators—are grossly excessive, it follows that if by competent authority no continuance should be enjoined, why, then, not "get together," as President Roosevelt earnestly desires the railroads should, and put private cars on a basis which will be reasonable and defensible? All that is required would be to cast off the yoke that long has been galling to every right thinking man, and inaugurate conditions such as the undersigned has persistently advocated, and in that way do more than can otherwise be done to anticipate and probably avert legislation which cannot, if provoked, fail to be disastrous to railroad companies.

Once more I offer to convene such number of parties, in any given territory, as may desire to meet for the purpose before stated, on receipt of request to that effect. Should the reform be started on the basis outlined it would be certain to extend over the country. I am sanguine it could be commenced, (1) by transcontinental lines; (2) by those extending from the Missouri River to Saint Louis and Chicago; or (3) by the controlling roads east of the Mississippi which operate in Central Traffic and Trunk Line territories. It is not essential to obtain the assent of every group before proceeding. Present practices are illegal, and it ought not to be necessary to await the action of all competitors in order to stop that which has been declared unlawful.

In concluding a conference with the view of starting the private car reform, it should be understood that the per diem rates hereinbefore advocated are not necessarily the lowest that would be considered. If parties believe, and are prepared to show, that cents per day or less would be sufficient to fairly compensate for the use of refrigerator cars, and that no more should be paid for a private stock car than for the equipment of railroad companies, views thus advanced would be treated considerably. The main thing is for the roads in a "get together" spirit, with the determination to improve a situation that has become intolerable alike to the railroads and the public, and the precise form or extent of the reduction in allowances would surely be capable of reasonable adjustment.

RECENT BALTIMORE & OHIO IMPROVEMENTS.

The Baltimore & Ohio has almost completed the extensive improvements to the Cleveland division, which practically involved the rebuilding of the southern portion of the old Cleveland Lorain & Wheeling line, straightening the alignment, reducing grades and changing from single to double track. This work has been in progress about 18 months, and it is expected to be finished and ready for through operation by March 1. The total expenditure will amount to about \$4,000,000 and will put the line in first-class condition to handle traffic at an economical cost. The maximum grade on the division will be 15.8 feet to the mile northbound and 26.5 feet southbound.

To make a connection with the main line of the Baltimore & Ohio at Belair, W. Va., it was necessary to build a line a distance of about a mile from the old bridge across the Ohio River at Belaire, to come to grade with the Cleveland Lorain & Wheeling, the old line of which terminated considerably below the bridge tracks. Steel viaducts were erected over the streets of Belaire, and across the Cleveland Lorain & Wheeling yards. The Ohio River bridge had to be entirely rebuilt to strengthen it to carry the heaviest engines. The improvement permits a direct movement of trains about a mile from the Fairmont, W. Va. Trains can go from Wheeling and the Cleveland division, down over the new line to the Cleveland Lorain & Wheeling and to the Cleveland Fairport & Lorain, or out over the Central Ohio road to Zanesville, without change.

The most important work between Bridgeport and Flushing, the new cut-off line was done and the construction of the latter point being about $\frac{1}{2}$ miles south of Holloway, O. Nearly all of it is new road and is double-tracked, practically a new tunnel had to be built at Flushing, the old one being single track and having a heavy grade. Only a small portion of the work could be used. This work was completed several weeks ago. All the track between Bridgeport and Flushing is laid with 85-pound rails in place of the old 70-pound rails.

A new division terminal has been established at Holl-

way, where modern facilities have been provided for handling the business. The terminal improvements consist of a large freight yard, classification yard, machine shop, round-house, turntable, water tank, ash pit and a large reservoir for storage of water.

Another important piece of work is between Chippewa Lake and Lester, O., known as the Medina cut-off, and consists of about 10 miles of new track. It shortens the old line by about 30 miles, and has just been finished. From Navarre to Columbus, the line has also been somewhat shortened. This is known as the Pigeon Run cut-off.

The channel of Stillwater Creek was changed to eliminate bridges at Freeport and a long passing siding was put in at Piedmont. The grade was reduced and additional track laid between Uhrichsville and Canal Dover. The grade has also been reduced at Justus.

Large improvements have also been made to the terminals at Lorain, on Lake Erie, the most important of which is a new coal dock that was completed a few weeks ago and is now in use. The dock is 700 feet long and equipped with modern facilities for transferring coal from cars to vessels. These include a Jeffrey conveyor, telescopic chute and chute tower and engine and boiler. New track was laid and considerable dredging done to enable vessels to get up to the dock. A portion of the property purchased by the Baltimore & Ohio over a year ago at a cost of \$130,000 was expended in constructing the dock. In addition this work new machinery was installed in the machine shops, where repairs are made to locomotives and freight cars. The old then the shop for repairing passenger cars has not been rebuilt. The yard has also been considerably enlarged, and additional tracks laid to facilitate the handling of traffic. When the improvements on the Cleveland division were started the old Cleveland Lorain & Wheeling line was very crooked and in bad condition. In practically rebuilding the line it was necessary to detour it at a number of places for the purpose of cutting down grades and lessening the curvature. This work, with the new terminals at Holloway and the improvements at Lorain, places the division in a better shape for operation. It gives the Baltimore & Ohio a low-grade line to the great lakes that permits of prompt and easy movement of the large volume of coal from West Virginia points.

Coal Deposits in Illinois.

In a paper to be presented to the Western Society of Engineers at its meeting of February 1, 1905, on "The Necessity for a Geological Survey of Illinois," Mr. A. Bement calls attention to the inadequacy of existing reports on the geology of the state and to the desirability of more definite information, especially as to the location and extent of coal veins. The following table, showing the tons of coal produced per annum, by decades, almost from the infancy of coal mining in the state, is given to illustrate the increasing value of mineral deposits of this one kind alone:

1800	.....	728,400
1870	.....	2,924,100
1880	.....	6,000,000
1890	.....	12,408,304
1900	.....	24,153,929

The writer adds:

"For the present year ending June next, the output will be approximately 38,800,000 tons, valued to the consumer at not less than \$78,000,000 and furnishing about 36,000,000 tons of freight per annum for railroads; or, assuming an average haul of 100 miles, 3,600,000,000 ton-miles of freight. In 50 years, at the present rate of increase, Illinois coal production will be 240,000,000 tons per annum.

"One of the pernicious habits of careless writers and speakers is to repeat the old absurd assertion that our coal deposits are 'inexhaustible' and may be depended upon to supply fuel for 'ages'; thus people who are so familiar with the matter are led to believe that money expended in investigating fuel supply and to encourage careful and economical mining is wasted. The history of anthracite mining in Pennsylvania illustrates the rapidity of the depletion of important coal deposits; already the era of low-cost mines has passed; prices are necessarily raising rapidly, and it is difficult to predict a longer time than 50 years for these fields, unless it be on the assumption of a still more prohibitive price, sufficient seriously to curtail sales. In Illinois one low-priced mining is in the thick seams, or in the thick border of the seams. The maximum area of the territory underlain by thick seams, as far as present knowledge permits of an estimate, is only 12 per cent of the total area to be measured area, and 9 per cent of the entire area of the state."

TRIBUNE,
FEB. 3, 1905.

AN UNUSUAL RAILROAD ACCIDENT.

An accident occurred recently on the New York Central railroad which is probably without parallel in railroad annals and which was at the same time remarkable because the loss of life was so small. Two passenger trains were passing each other at a high rate of speed when the boiler of the west bound engine exploded. The force of the explosion was so terrific that it hurled the cars of the east bound train from the tracks and carried one of them forty feet into an adjacent field. Seven or eight coaches were picked up and scattered about as by a whirlwind, while the exploded boiler was hurled to such a height that the east bound train passed entirely under it before it came to the ground. Passenger cars and sleeping coaches were strewn along the track for a distance of 300 feet, some turned bottom side up, some upon their sides, a few remaining upright.

The logical result of such an accident would have been a ghastly list of killed and injured passengers and trainmen. Unfortunately the fireman and engineer of the west bound train were killed. But the scores of passengers on the wrecked trains escaped with no loss of life and no fatal injuries. Thirty-three were bruised and shaken up badly, but most of these persons were able to proceed with their journey the same day.

The explosion is supposed to have been caused by low water in the boiler, due possibly to the freezing of pipes by the intensely cold weather. The exact cause probably will never be known. The accident was one of those which lie in the disputed territory between the preventable and the unpreventable. It probably was due to the fact that man cannot be absolutely infallible in the control of the forces which have been harnessed to secure rapid transportation. All

the risks which attend high speed cannot be eliminated so long as the hand and brain of man direct it.

Most of the coaches which were wrecked were sleeping cars, and the miraculous escape of their occupants is a further proof that people in these cars are almost always immune from serious injury in wrecks. The position of these coaches at the rear end of trains makes them less exposed to head-on collisions, but the real explanation of the comparative safety of their occupants is the solid construction of the cars. A certain number of railroad accidents are unpreventable, but a practical means of reducing fatalities in all accidents is the use of heavy steel constructed coaches.

NEW YORK SUN.
FEB. 8, 1905.

AFTER FREE-PASS LAWMAKERS

JEROME SAID TO HAVE ASKED FOR N. Y. CENTRAL'S FREE LIST.

Story Comes From City Hall, Where Aldermen Are Interested, Because Like Senators and Assemblymen, They Lose Their Jobs if They Take Passes.

It reached the ears of lawmakers at the City Hall and Albany yesterday that District Attorney Jerome is after them if they have accepted railroad passes. Mr. Jerome, when questioned on the subject, wouldn't say a word.

It was said at the City Hall that officers of the New York Central Railroad had been informed that Mr. Jerome wanted to know the names of the members of the Legislature, if any, that annually got passes, either for themselves or their friends, and that he wanted to see the representative of the company who had charge of handing out passes, so that he could scrutinize the free list.

It is understood that Mr. Jerome has no intention of bringing criminal prosecutions. A legislator who accepts passes, thereby violating the law, forfeits his office. If Mr. Jerome carries out the plan, and the lawmakers fear he will, he will present whatever evidence he gets to Attorney General Mayer. It is expected that the New York Central will be at the District Attorney's office either to-day or to-morrow.

This is the section of the Constitution under which Mr. Jerome will act:

No public officer or person elected or appointed to a public office under the laws of this State shall directly or indirectly ask, demand, accept, receive or consent to receive for his own use or benefit of another any free pass, free transportation, franking privilege, a discrimination in passenger, telegraph or telephone rates from any person or corporation, or make use of the same himself in conjunction with another. A person who violates any provision of this section shall be guilty of a misdemeanor and shall forfeit his office at the suit of the Attorney General.

Another section of the law says:

No person or officer or agent of a corporation giving such free pass, transportation, franking privilege or discrimination hereby prohibited shall be privileged from testifying in relation thereto, and he shall not be liable to civil or criminal prosecution if he shall testify to the giving of the same.

It was said that Mr. Jerome might not be able to obtain the information he wanted, as the passes were never issued in the names of the Albany lawmakers. Mr. Jerome seems to think, however, that the records of the New York Central will show that certain legislators have accepted passes. When the session opened he suggested that it might be interesting to find out how many Assemblymen and Senators journeyed to the capital on passes. Various ways of getting this information were suggested, even to spotting the lawmakers on the trains.

Mr. Jerome has been in Albany recently. His excise bill is now before the Legislature. It could not be learned around the Criminal Courts Building that Mr. Jerome contemplated putting the Aldermen on the griddle and finding out if they accepted passes. Yet it appeared that the first news of Mr. Jerome's move leaked out at the City Hall.

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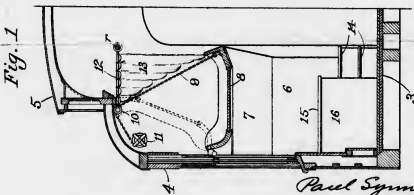
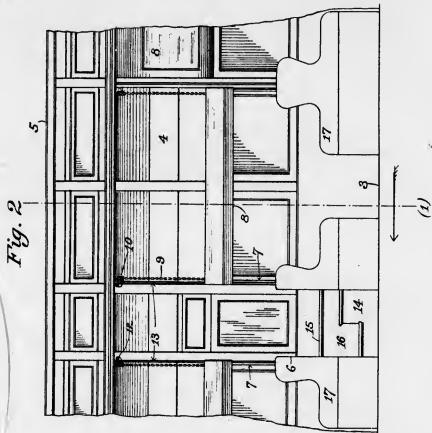
No. 767,507.

PATENTED AUG. 16, 1904.

P. SYNNESTVEDT.
SLEEPING CAR.

APPLICATION FILED OCT. 27, 1902.

NO MODEL.



Witnesses:
Chas. A. Stebbins,
Chas. F. Albert

Paul Symonstvedt
Inventor.
By J. M. H. Clay
Att'y.

UNITED STATES PATENT OFFICE.

PAUL SYNNESTVEDT, OF PITTSBURG, PENNSYLVANIA.

SLEEPING-CAR.

SPECIFICATION forming part of Letters Patent No. 767,507, dated August 16, 1904.

Application filed October 27, 1902. Serial No. 128,841. (No model.)

To all whom it may concern:

Be it known that I, PAUL SYNNESTVEDT, a citizen of the United States of America, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a certain new and useful Improvement in Sleeping-Cars, of which the following, taken together with the accompanying drawings, is a specification.

My invention has for its object to increase the comfort and facility of access to the bunk in a sleeping car, and particularly the upper berth thereof, in the type of car which has ranged along its sides a series of bunks placed in pairs, one above another, the upper berth being usually closed up during the day time in order that the lower bunk may be transformed into a pair of seats. Further objects of my invention are, to provide improved means for entering the upper berth from the end thereof, to provide room for conveniently dressing, and other advantages which will hereinafter appear.

I have illustrated my invention in preferred form as applied to the common American type of sleeping car at present in use. In the illustrative drawings thereof, forming part of this specification, I have shown in Figure 1, half of a cross-section of such a car taken on line (1) of Figure 2, the back of the seat being removed in order to show the steps and dressing platform. Figure 2 is a partial inside view of the car, showing one of the sections complete, but with the front curtain and its rod 7 of Figure 1 removed.

In these drawings it will be understood that 3 represents the floor of a car, 4 the side, 5 the roof, and 6 the seats, all as arranged in the ordinary construction except that the seats 6 are placed in pairs throughout the car, of which every alternate pair are set close back to back and every other pair are separated by a space, say of about two feet. In this space or vestibule between the separated seats, 14, and a locker 16, whose top 15, forms a dressing platform. This platform, having the two steps ascending to it, is high enough

above the floor to render the upper berths easily accessible without any assistance.

The separating partition placed between the two seats that are close together, is of the usual construction; and so also is the frame of the upper berth 8, which is hinged and suspended by chain 9, passing over a pulley 10, and wound upon a housed pulley 11. The curtains in front of the sections will be as ordinary, except that they may be divided over the space occupied by the platform and steps, 14, 15.

It will be seen that two of the upper berths open upon the vestibule above the platform, and these are each provided with a lower board partition 7, and with an end curtain 13.

It will be seen that in an ordinary sleeping car, such as are common at the present time in America, there are at most six sections on a side, and that therefore it will be necessary to provide but three of these entrance vestibules on each side, altogether taking up, say six feet. The locker 16, and also the steps in this vestibule, may be utilized for the storage of baggage. It will be evident that in my device there is provided standing room for dressing and undressing, quite uninterrupted by passers through the aisle, and that the upper berth is by this means made as easy of access as the lower berth, besides having other apparent advantages. At the present time there are so many disadvantages to the upper berth that it is the rule with sleeping cars that they travel with only the lower berths full. The great advantages of my device will be apparent from this circumstance, since the upper berths can be made even more desirable than the lower.

Having thus described my invention, I claim, and desire to secure by Letters Patent, the following:

1. In a sleeping car a dressing platform and steps leading thereto from the aisle of the car.
2. In a sleeping car having berths placed lengthwise of the car, a vestibule and steps between the berths, by means of which entry may be had into the ends of the berth.
3. In a sleeping car a dressing platform be-

Envelope _____

Foldout _____

Insert _____

767,507

tween the ends of two adjacent berths and a plurality of steps rising one above the other longitudinally of the car.

4. In a sleeping car having bunks arranged longitudinally of the car, in pairs one above another, a vestibule between the alternate pairs and steps to gain access to the upper berths, substantially as described.

5. In a sleeping car in combination, a plurality of berths suspended by chains running over pulleys with adjacent ends of the berths

opening under the chains on to a dressing platform arranged in the vestibule and steps forming an approach to the platform.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

PAUL SYNNESTVEDT.

Witnesses:

F. W. H. CLAY,
CHAS. H. EBERT.

NEWS.
FEB. 9, 1905.

Presidents and Railway Passes.

In a recent address before the Washington Economic society President Stickney of the Chicago Great Western railway declared that much of the responsibility for the persistent failure to enforce railway legislation rested upon the government officials who accept passes. From the president down, he affirmed, the men-holding office are confirmed pass takers and to that extent under personal obligations to the transportation companies. Mr. Stickney took pains to give his criticisms a direct personal application to the case of President Roosevelt.

There could be only one satisfactory answer to the charge that the president habitually accepts such favors from railway companies. That would be a specific denial of its truth. Unfortunately, such a denial does not seem to be forthcoming in the course of his travels. President Roosevelt, like most of his predecessors, has used private cars, which, according to current report and common understanding, were furnished free of cost by the roads.

As no president ever took so bold a stand against the railways as President Roosevelt has taken it cannot be said that his acceptance of passes has affected his administration. The criticism which Mr. Stickney makes is none the less sound and forceful for that reason. Even the presidential office cannot be permitted to shield its incumbent, if the allegations are true. The pass-taking practice is indefensible in any public official. It introduces a sinister element into legislation and undermines and weakens the agencies through which laws are enforced. In the case of a president it is especially bad, for his example is inevitably seized upon as a pretext for similar practices by subordinate officials all along the line.

It is often necessary for the welfare of the country that the president should travel. It is also true that he should not be obliged to pay out of his own pocket the heavy expenses of such journeys. Because of his official position and the interest taken in his movements a special car is a necessity for him. The proper solution of this problem is an appropriation by congress to cover the cost. The American people cannot be expected to pay the president's traveling expenses than to have him place himself in the humiliating position of taking favors from railway corporations.

CHRONICLE.
FEB. 13, 1905.

REED—W. H. REED, General will be held at the Church of the Transfiguration, 430 St. near Cottage Grove av., S. E. on Monday from 4:30 to Lake av.

CHRONICLE.
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PASS FOE; PASS USER?

New York World Says President Roosevelt Accepts Favors From Roads.

PRIVATE CAR EVER READY

Special Trains Gladly Given by Railroads to Executive, Declares Gotham Paper.

[SPECIAL TO THE RECORD-HERALD]
NEW YORK, Feb. 4.—The New York World prints the following dispatch from its Washington correspondent:

"A. B. Stickney, president of the Chicago Great Western Railroad, in his address before the Washington Economic Society last night, called attention to the fact that for fifteen years Presidents and members of Congress have openly disregarded the law which makes it a misdemeanor for anyone but an official or employe of a railroad company to travel on a pass. What is needed to break up the practice, he said, is an illustrious example, such as could be furnished by the President.

TRAVELS A GREAT DEAL.

"In the three years and a half he has been President Mr. Roosevelt has traveled in private cars, on passes and on special trains much more extensively than any of his predecessors, and possibly more than all of them combined. He always rides on passes in a private car, as do all of the members of his family and the guests and employes who go with him, and unless the trip is a very short one he travels in a special train which always is luxuriously appointed and lavishly supplied with things to eat, drink and smoke.

"The private car Olympie, the Pennsylvania Railroad's finest piece of equipment, has come to be known as the President's car from the frequency with which it is used by Mr. Roosevelt. It always is at his disposal, and every time he is to take a trip it is overhauled and put in perfect order. When the President takes a long trip he is furnished with a train of brand new Pullmans, liberally supplied with substantial food delicacies.

RAILROADS WANT GLORY.

"The train does not cost the President a cent either for transportation or supplies. The railroads are glad to furnish it, as they consider it a good advertisement to transport the President.

"Mr. Roosevelt did little traveling last year on account of the campaign. After the election he went to St. Louis on a special train. Last week he went to Annapolis in a private car, and from there to Philadelphia and back to Washington he had a special train.

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"The private car Olympe, the Pennsylvania Railroad's finest piece of equipment, has come to be known as 'the President's car' from the frequency with which it is used by Mr. Roosevelt. It always is at his disposal, and every time he is to take a trip it is overhauled and put in perfect order. When the President takes a long trip he is furnished with a train of brand new Pullmans, liberally supplied with substantial food delicacies.

RAILROADS WANT GLORY.

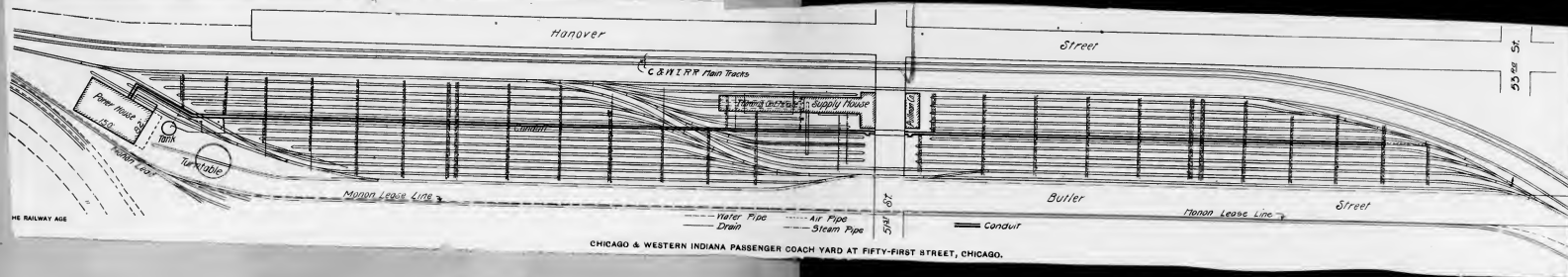
"The train does not cost the President a cent either for transportation or supplies. The railroads are glad to furnish it, as they consider it a good advertisement to transport the President.

"Mr. Roosevelt did little traveling last year on account of the campaign. After the election he went to St. Louis on a special train. Last week he went to Annapolis in a private car, and from there to Philadelphia and back to Washington he had a special train.

RY. AGE.
FEB. 17, 1905.

Wireless Telegraphy in the West.—Regular communication by wireless telegraphy between Chicago and Kansas City was inaugurated for commercial purposes on February 12 by the American De Forest Wireless Telegraph Company, when several messages were exchanged. Chicago is now in communication by wireless telegraphy with Cleveland, Fort Huron, Springfield, Saint Louis and Kansas City. Commercial business with Kansas City is received at the rate of 20 cents for the first 10 words and 1 cent a word beyond that, compared with 25 cents for 10 words and 2 cents a word for excess charged by the two telegraph companies doing business over wire lines. It is stated that the cost of equipping the wireless system is only about 6 per cent of the cost of putting in a wire line and only 1 per cent of the cost of a cable. Recently, it is stated, Mr. De Forest sent a wireless message from Key West, Fla., to Kansas City, a distance of about 1,500 miles.

The supply houses situated at Fifty-first street are of brick, the one on the south side of the street, to be used by the Pullman Company, is two stories in height above tracks and one below, the latter being on a level with the street. The same is true of the front portion of the Chicago & Western Indiana supply house, on the north side of the street. Each building is to be equipped with a 10 by 12 foot electrical freight elevator, with a capacity of five tons. In addition to the above, the Chicago & Western Indiana supply house will have a machine, blacksmith, carpenter, upholsterers', car foreman's, tin, steam and air shops. A wing runs back from the front portion of the C. & W. I. house, which is two stories in height above the track level, the first story containing the shops mentioned above and the second story the office and light supplies.



CHICAGO & WESTERN INDIANA PASSENGER COACH YARD AT FIFTY-FIRST STREET, CHICAGO.

INTER OCEAN.
FEB. 17, 1905.

WILLIAM H. REED.

The funeral of William H. Reed, former general superintendent of the Pullman company, who died in California last Sunday, will be held at 2 o'clock today from the Church of the Transfiguration, Forty-third street, near Cottage Grove avenue. Mr. Reed was a resident of Chicago for many years. Owing to ill health he gave up his position sometime ago, and moved to Los Angeles with his family. The family home is at 410 Lake avenue.

WOULD REGULATE PULLMANS.

Snapp Asks Congress to Bring Sleeping Cars Under Jurisdiction.

Special Dispatch to The Inter Ocean.

WASHINGTON, D. C., Feb. 16.—Representative Snapp of Illinois introduced a bill in the House today which aims to have the Pullman-Palace Car company declared a common carrier and its affairs brought under the jurisdiction of the interstate commerce commission.

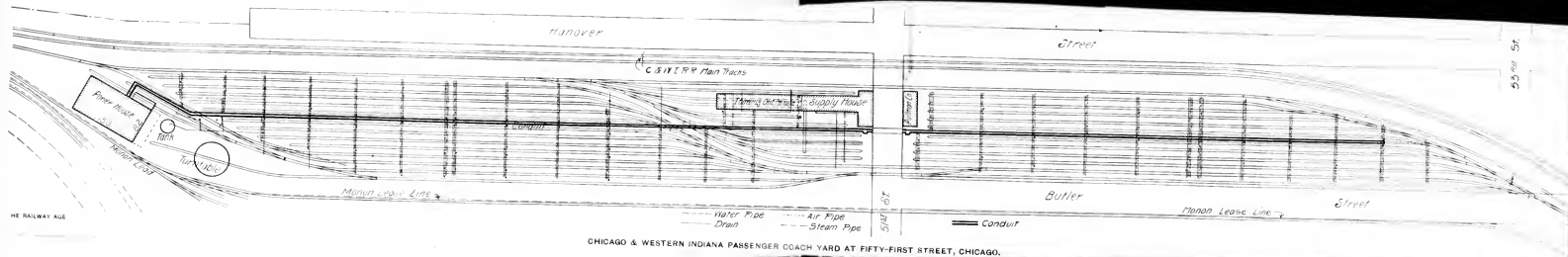
This is regarded as another step to bring about regulation of private car lines and is along the same lines as the Stevens bill. The bill provides for the sleeping car company to file a schedule of its rates, of the amount of its gross earnings, the amount paid it by railroad companies for mileage and per diem charges, the amount paid its employees, and all other statistics required by the interstate commerce commission of common carriers.

Under the legislation now pending before Congress the interstate commerce commission will have the power to regulate the rates and charges of the company should it become a carrier.

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**PENSION
SYSTEM OF
THE
ILLINOIS
CENTRAL**

The Chairman of the Board of Pensions of the Illinois Central Railroad, Mr. C. A. Beck, on another page of this issue, presents an interesting discussion of the pension system of that company. The Illinois Central, as will be seen by reference to the comprehensive discussion of "Railway Provident Associations" by Mr. Max Riebeck, of the Pennsylvania Railroad, in the RAILWAY WORLD of November 19, is unusually liberal to its employes.

While establishing an age limit of seventy years for all officers and employes, Chairman Beck states that the Illinois Central makes a special exception for subordinate employes of the transportation and maintenance departments, such as engineers, firemen and conductors, who may be retired upon reaching the age of sixty-five years. It is further provided that officers and employes between sixty-one and sixty-five years, who have been ten years in the service and who have become incapacitated, may be retired and pensioned. In establishing a special class composed of employes whose duties expose them to severe hardships, and who are therefore likely to become unfit for duty at an earlier age than men who are sheltered in their occupations, and also in extending the pension benefits to incapacitated employes at the age of sixty-one years, the Illinois Central has shown a wise generosity which should be copied into the pension systems of all railway corporations.

The provision of ten years of service, instead of twenty-five or thirty years, is also commendable, since it brings the majority of employes taken on in recent years

within the scope of the pension plan. Within the last decade railway operations have expanded so rapidly, especially in the East and middle West, that to require a preliminary term of service of twenty-five or thirty years, as a requisite for participating in the pension benefits, has been criticized as a hardship. As Mr. Beck points out, this feature is only of importance during the early years of the plan, since it is coupled with an age restriction forbidding the employment of inexperienced men over thirty-five years of age, or experienced men over forty-five. Mr. Beck concludes that "all employes who thereafter fulfill the age requirement will have rendered the required service." In periods of unusual activity, however, it is not unlikely that the conditions of experience would be somewhat loosely drawn.

Corporation pension plans have been often criticized on the ground that the continuity of employment which they require, may be broken by causes outside the employe's control, who may thus be excluded from participation in pension benefits. In practice this has not proven a hardship, since wide latitude is given the officials who administer the system. But in order that its motives in establishing the fund should not be open to misconception, the Illinois Central provides that "neither leave of absence, suspension, dismissal followed by re-instatement within one year, or temporary lay off when unattended by other employment, is considered as a break in the continuity of service."

Railway pension systems should not be, and we believe as a general thing are not regarded as a gratuity on the part of the company, but as an implied contract. On the one hand, the employe, secured of maintenance in his old age, renders more cheerful, zealous and loyal service. On the other, the corporation, in order to improve the morale of its working force, devotes a certain portion of its profits to the payment of pensions. No obligation is created on either side. The question is purely one of business relations. These pension systems, of which that of the Illinois Central is one of the best types, are coming to be regarded as an indispensable feature of corporate management. The practice will eventually be forced upon all large employers of labor by the necessity of paying higher wages in the absence of these provisions for the relief of incapacitation or old age.

RAILWAY PENSION SYSTEMS IN OPERATION.

Most of the great railway companies in the United States have for many years conducted or participated in various plans for the benefit of their employes, such as relief and reading rooms, insurance, hospital service, libraries and training rooms, etc., but only a few have yet undertaken to solve the problem of establishing pensions for the support of those who are compelled to retire from active service by the inevitable coming of old age or disability. The Baltimore Company is entitled to the credit of being the pioneer in this good work, having in 1854 established a pension feature in connection with membership in its relief department,

to which employes as well as the company contributed. It was not, however, until 1900 that the B. & O. established a full scale of retirement allowances, guaranteed and paid out of the company's treasury, \$75,000 being then set apart as an annual appropriation for that purpose.

The Pennsylvania Railroad Company meantime, on January 1, 1900, inaugurated on a large scale a retirement and pension system, based upon an appropriation for the Lines East of Pittsburgh of \$300,000 a year. That maximum was in two years increased to \$390,000, and this great sum was in 1904 fully required to provide for the increased number of pensioners. One year later, on January 1, 1901, the Chicago & Northwestern inaugurated a pension system on practically the same plan as to age of retirement and allowances as the Pennsylvania. This was followed a little later by the Illinois Central and other companies. The basis of these important undertakings was necessarily largely theoretical, there being no experience in this country upon which to estimate the increase in the number of pensioners and the amount of pension funds from year to year. Sufficient time has now elapsed in the case of the few pioneer companies to indicate how the theory is working in practice, and to this end we have obtained the detailed statements which are given herewith.

The statement of the Pennsylvania Railroad Company for the five years of its pensioning experiment is shown in the accompanying table.

The companies participating in the joint administration of the Pennsylvania Railroad pension department (Lines East) are as follows: Pennsylvania Railroad Company, Philadelphia Baltimore & Washington, Northern Central Railway, West Jersey & Seashore, Philadelphia & Camden Ferry Company.

The Pennsylvania Lines West of Pittsburgh conduct a pension department on the same plan as that of the Lines East, but the statistics are not included in the above statement. The companies participating in the pension department of the Pennsylvania Lines West are as follows: The Cincinnati Lebanon & Northern, Pennsylvania Company (four companies), Pittsburg Cincinnati Chicago & St. Louis, Cincinnati & Muskingum valley, Waynesburg & Washington, Grand Rapids & Indiana, Terre Haute & Logansport, the Wheeling Terminal Railway Company.

Several interesting conclusions can be deduced from these figures. It will be seen that the amount of pensions

paid has increased from \$244,000 in 1900 to \$390,000 in 1904; that the number of pensioners retired has not greatly increased over the number for the first year after the system

PENNSYLVANIA RAILROAD LINES EAST.

	1900.	1901.	1902.	1903.	1904.
Annual appropriation.....	\$244,000.00	\$250,000.00	\$260,000.00	\$280,000.00	\$390,000.00
Pension allowances paid.....	244,000.97	292,250.20	328,105.10	330,375.32	330,000.00
No. of pensioners.....					
70 years and over.....	1,149	177	166	178	180
65 to 69 years inclusive.....	1,460	160	111	97	125
Total.....	1,589	337	277	275	305
No. of pensioners died.....					
70 years and over.....	95	96	127	105	133
65 to 69 years inclusive.....	7	19	37	41	40
Total.....	102	115	164	146	173
No. of pensioners living.....					
70 years and over.....	1,054	135	136	137	149
65 to 69 years inclusive.....	136	222	306	309	154
Total.....	1,190	357	442	446	303
Average monthly pension.....	\$18.53	\$18.35	\$18.32	\$19.58	\$18.53
Av. age pensioners Dec. 31.....	73.7m.	72.4m.	72.7m.	73.6m.	73.5m.
31st Dec. 1904.....	\$5,911	64,927	107,000	108,502	111,377

Highest monthly pension allowance \$211.68.

was put in operation, while in the two intermediate years there was a decrease, that the number of pensioners who died has increased at a rapid rate, from 102 in 1903 to 183 in 1904, and that the number of persons placed on the pension list has increased from 1,190 to 1,718. An increase of 25,500 in the number of employes, or 20 per cent. in four years, is, however, to be noted. Apparently the continued increase in pensioners will place before the company the necessity of choosing between the alternatives of increasing the appropriation for pension allowance or decreasing the scale of pensions.

The experience of the Chicago & Northwestern Company in the four years that its pension system has been operated is shown in the following table:

CHICAGO & NORTHWESTERN RAILWAY.

	1901.	1902.	1903.	1904.	Total.
Annual appropriation.....	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00	.....
Pension allowances paid.....	22,768.71	47,827.19	68,538.62	69,539.82	\$208,707.34
No. employes retired and pensioned.....					
70 years and over.....	53	48	33	28	.....
65 to 69 years inclusive.....	44	38	34	34	.....
Total.....	9	86	57	56	202
No. pensioners living.....					
70 years and over.....	3	7	11	4	35
65 to 69 years.....	6	7	6	5	45
Total.....	4	7	16	13	40
No. of pensioners retired.....	60	179	217	205	561

Highest yearly pension, \$1,800; lowest yearly pension, \$291.60; average yearly pension, \$291.60.

It appears that the Northwestern Company made liberal provision in fixing its maximum annual appropriation at \$200,000, as the pension paid in the year was \$22,763, and last year had increased only to \$69,539. The number of employes retired annually decreased from 57 in the first year to 52 in 1904, and the number of deaths of pensioners increased from 4 in 1901 to 16 in 1903, and 13 in 1904. But, while only 93 persons were retired and placed on the pension list in 1901, the number grew to 222 in 1904, and, of course, a constant increase in this regard is to be expected.

The Philadelphia & Reading pension system has been in operation only two years and the returns which have been furnished us are less complete, being as follows:

PHILADELPHIA & READING.

Yearly amount appropriated for pensions.....	\$75,000.00
Amount paid in pension allowances in 1903.....	20,723.28
Number of employes retired and granted pensions.....	46,100.02
Number of pensioners died and dropped from the roll (including deaths of pensioners or temporary disability).....	169
Number of pensioners now on the list.....	44
Highest pension paid, \$204 per month.....	169
Lowest pension paid, \$6.25 per annum.....	

Instead of increasing, the number of P. & R. pensioners in one year dropped from 212 to 169, but this is accounted for by the fact that the list for the first year included a number of special pensioners placed upon it temporarily.

The other companies operating pension departments have not yet furnished us with the result of their experience, and most of them have been in operation for too short a time to afford reliable indications for the future. The following is a complete list of the companies, sixteen in number, which

were operating pension systems in 1903, as given in a very valuable paper prepared for the forthcoming International Railway Congress by Mr. Max Riebenack of the Pennsylvania Railroad.

COMPANIES OPERATING PENSION PLANS DECEMBER 31, 1903.

Companies.	Miles.	Pensioners Total-located.	No. Pensioners.	No. Deaths.
Atlantic Coast Line.....	4,120	1904	.....	.....
Baltimore & Ohio.....	1,410	1884	335	427
Bessemer & Lake Erie.....	231	1903	4	0
Buff. Roch. & Pittsburg.....	500	1902	4	0
Chicago & North Western.....	7,282	1914	.....	.....
Del. Lack. & W.....	563	1862	96	12
Illinois & Texas.....	600	1862	16	12
Illinois Central.....	4,301	1901	159	30
Oregon Ry. & Navigation.....	1,123	1902	.....	.....
Oregon Short Line.....	1,300	1902	6	0
Philadelphia & Reading.....	1,903	1901	1,566	26
Lines West.....	19,813	.....	325	11
Philadelphia & Erie.....	1,428	.....	89	8
San Antonio & Aransas Pass.....	967	1903	0	0
Southern Pacific.....	7,452	1903	119	8
Union Pacific.....	2,523	1903	31	3
Canadian Pacific.....	8,163	1903	94	.....

The Pennsylvania Railroad includes five companies east of Pittsburgh and eight companies west participating in the joint administration of the pension department. To these are now being added the Vandalla Line.

These 16 companies represent about 56,000 miles of road. Deducing the mileage of the Canadian Pacific leaves about 48,000 miles in the United States, or, say, 23 per cent of the total railway mileage of the country.

Pension plans are now being considered, and in some cases have been fully prepared, by the Boston & Albany, Central of New Jersey, Chicago & St. Paul, Minneapolis & Omaha, New York Central and other Vanderbilt lines, and by some other companies, and there is reason to believe that ere long the principle of pensioning railway employes, of every rank, on retirement from service on account of age or physical disability, will be in operation on all of the great railway lines of the country.

ENTER OCEAN.
FEB. 27, 1905.

B. & O. PLACES HUGE ORDERS.

Railroad to Buy Many Engines and Cars for Coming Year.

BALTIMORE, Md., Feb. 26.—The Baltimore & Ohio Railroad company has authorized the purchase of 175 consolidation freight locomotives, thirty-five passenger locomotives, forty-six wheel switching locomotives, and 10,000 freight cars. This will be the new equipment of the present year, and will be by far the largest purchase made in recent years by the company.

The contracts will be awarded soon and the aggregate cost will range between \$12,000,000 and \$13,000,000. The delivery of cars will commence in April, in time for navigation business.

It is expected the first locomotives will be delivered in June and all deliveries of cars and locomotives completed by Nov. 1, 1905, in order to take care of next winter's requirements.

TRIBUNE
FEBRUARY, 28, 1905

"WIDER, LONGER, HIGHER" BERTHS.

A certain railroad has put out an advertisement that ought to prove a gold mine to its coffers. It says that the berths in its sleeping cars are "wider, longer, and higher than the berths in similar cars of other lines." Everybody of medium height and over who reads that advertisement will be apt to patronize this particular line when going between Here City and Thereville, the two points which, as is well known, the road with the big berths connects. For what stronger inducement could be offered to the unhappy night traveler than "wider, longer, and higher" berths?

If this line should next advertise that it would furnish its passengers with real

blankets instead of the large, cold buckwheat cakes which are in use on the Pullman cars, it would quickly run its competitors out of business, unless they, too, fell in line. The people want railway rate regulation and no rebates. They also want "wider, longer, and higher" berths and real blankets.

TRIBUNE
MARCH, 4, 1905

Great Industrials.

The recent strength in Pullman stock leads to the belief in conservative investors that a rise is due in the issues of General Electric and Westinghouse. The most competent observers base their opinions on the immense earning power which these great industrial enterprises are developing. All of them are, it may be said, in the Delaware, Lackawanna and Western class, that is, they pay small dividends in comparison with their large earning power. It is confidently believed that extra distribution of profits is coming in all three properties. Pullman is considered cheap as an investment at 250, because of its productiveness on profits and its assets. Many judges of value believe that it will probably cross 275. Comparing the three companies, General Electric and Westinghouse stocks under 100 are considered cheap. The Pullman company pays 8 per cent, the General Electric 8 per cent, and Westinghouse 10 per cent. Recent information from Pittsburgh of a trustworthy character is that some time this year Westinghouse will be placed on a 3 per cent quarterly dividend basis. The property is earning. It is understood, more than 30 per cent on its stock.

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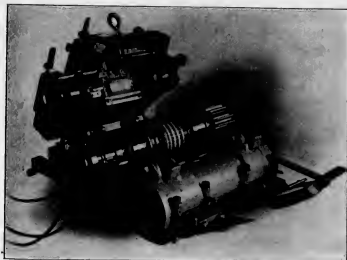
SEP. 07
Vol. 2

March 3, 1905.

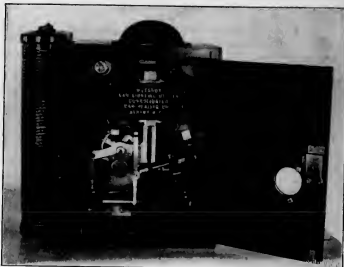
MCELROY AUTOMATIC AXLE LIGHTING SYSTEM.

The various advantages of electric train lighting, including quality of illumination, safety, flexibility, ease of distribution and manipulation, are generally understood, and the willingness of railroad officials to experiment with the various types of apparatus now on the market indicates perhaps better than anything else the desirability of this form of light for railway service. At present there are three distinct types of systems for electric train lighting, namely: By storage

absolutely positive, and the results attained have been most satisfactory. The generator is an enclosed 4-pole machine, and a large portion of the weight is carried by springs in accordance with the method employed on railway motors. Details of the automatic reversing switch, brush holders, and the method of lubrication, have been carefully considered in order to meet the severe conditions of this class of service. The capacity of the machine is sufficient to carry the entire lamp load at all train speeds above 20 miles per hour, and



CONSOLIDATED CAR LIGHTING SYSTEM—GENERATOR WITH CASE OPEN.

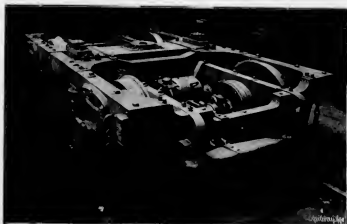


CONSOLIDATED CAR LIGHTING SYSTEM—DIMMER AND RESISTANCE COILS.

battery charged at terminal stations; by steam engine-dynamo sets in the baggage car, distributing through the train by means of flexible cables between the cars; and the axle system, by which current is generated by a dynamo driven from the car axle, supplying the lights in the car during the motion of the train and charging the storage battery for service when the train is standing. The chief advantage of the axle lighting system lies in the fact that each car is an independent unit, and light is immediately available at all times, whether

at the same time deliver the necessary charging current to the storage battery. The accompanying engravings indicate the method of installation, and it will be noted that all the parts are readily accessible for purposes of inspection.

The method of regulation will be best understood by

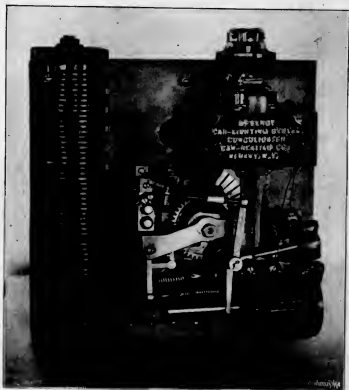


CONSOLIDATED CAR LIGHTING SYSTEM—GENERATOR ON FOUR WHEEL TRUCK.

the car is made up in a train, standing still, in motion, or standing by itself.

The McElroy automatic axle system has been developed by the Consolidated Car Heating Company for several years, and the apparatus in its present form is the result of exhaustive experiments with machines in actual service. The equipment comprises an axle driven dynamo, storage battery, dynamo regulator, and an independent lamp regulator.

The dynamo is constructed on lines similar to standard practice with street railway motors, and is driven by heavy steel gears direct from the axle. This method of driving is



CONSOLIDATED CAR LIGHTING SYSTEM—REGULATOR AND RESISTANCE COILS.

referring to the diagram of wiring. The voltage of the dynamo is controlled by a field rheostat operated by a small motor in the regulator case. The rotation of the motor, with consequent movement of the rheostat, is made in one direc-

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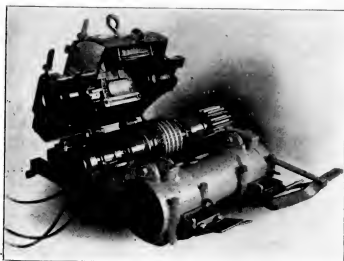
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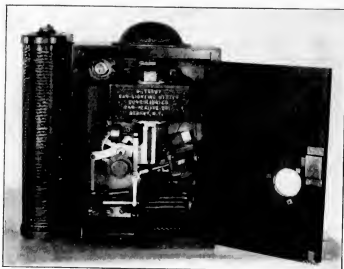
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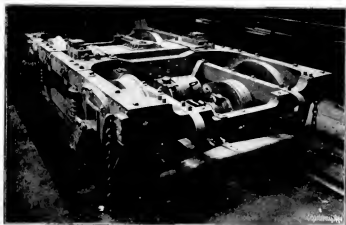


CONSOLIDATED CAR LIGHTING SYSTEM—DIMMER AND RESISTANCE COILS.

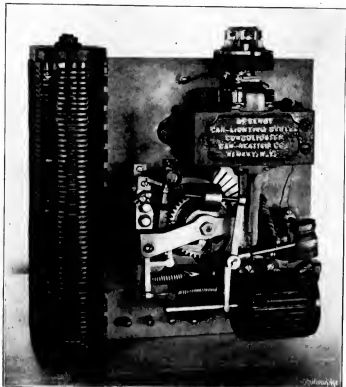
battery charged at terminal stations; by steam engine-dynamo sets in the baggage car, distributing through the train by means of flexible cables between the cars; and the axle system, by which current is generated by a dynamo driven from the car axle, supplying the lights in the car during the motion of the train and charging the storage battery for service when the train is standing. The chief advantage of the axle lighting system lies in the fact that each car is an independent unit, and light is immediately available at all times, whether

at the same time deliver the necessary charging current to the storage battery. The accompanying engravings indicate the method of installation, and it will be noted that all the parts are readily accessible for purposes of inspection.

The method of regulation will be best understood by



CONSOLIDATED CAR LIGHTING SYSTEM—GENERATOR ON FOUR WHEEL TRUCK.



CONSOLIDATED CAR LIGHTING SYSTEM—REGULATOR AND RESISTANCE COILS.

the car is made up in a train, standing still, in motion, or standing by itself.

The McElroy automatic axle system has been developed by the Consolidated Car Heating Company for several years, and the apparatus in its present form is the result of exhaustive experiments with machines in actual service. The equipment comprises an axle driven dynamo, storage battery, dynamo regulator, and an independent lamp regulator.

The dynamo is constructed on lines similar to standard practice with street railway motors, and is driven by heavy steel gears direct from the axle. This method of driving is

referring to the diagram of wiring. The voltage of the dynamo is controlled by a field rheostat operated by a small motor in the regulator case. The rotation of the motor, and consequent movement of the rheostat, is made in one direc-

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THE RAILWAY AGE

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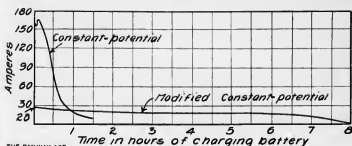
tion or the other, according to the position of the automatic switch shown at the right of the rheostat. A solenoid composed of a shunt coil across the dynamo terminals, together with a heavy series coil in the circuit between the dynamo and the battery, enclosed in an iron armor, surrounds a plunger so supported as to move freely in and out of the solenoid core. A spring attached to the plunger opposes the pull of the solenoid. When these two forces are in equilibrium



CONSOLIDATED CAR LIGHTING SYSTEM—ARMATURE RING OILERS AND PINION.

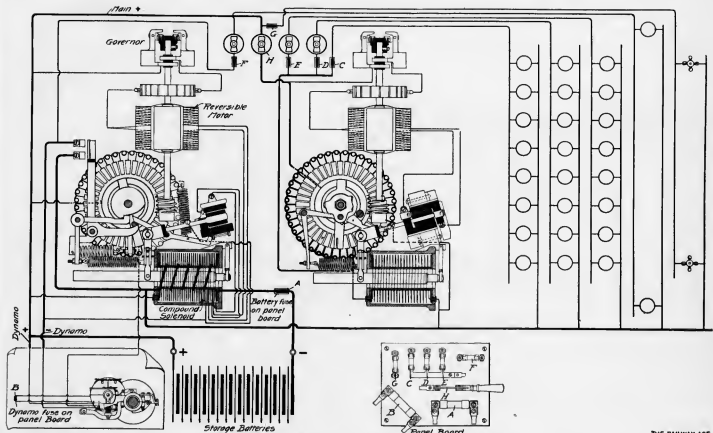
the automatic switch referred to before is in its mid position. As will be noted, the motor contains two sets of fields, wound in reverse directions, so that rotation in one or the reverse direction takes place when the switch arm touches the upper or lower contact. In the mid position of the switch the motor circuit is broken and the rheostat arm remains stationary until change in the voltage of the dynamo destroys the equilibrium between the pull of the spring and the pull of

potential at the terminals which are connected, and the dynamo picks up the lamp load without fluctuation of the lights. As soon as this occurs, further movement of the motor increases the tension of the spring on the plunger by means of the bell crank lever and cam, which will be noted in the center of the diagram. This raises the potential of the dynamo so that a charging current can be supplied to the battery, which is now in parallel with the lamp load. It will be noted that all current passing to the battery is taken



THE RAILWAY AGE
CONSOLIDATED CAR LIGHTING SYSTEM—CURVES OF CURRENTS TO BATTERIES.

through the heavy series coil in the solenoid. This coil is wound to assist the potential coil, so that in case a heavy current passes through this coil to a depleted battery the increased pull on the plunger will operate the motor switch and cut resistance into the dynamo field, thereby reducing the voltage and preventing the battery from receiving an excessive charging current. As the charge to the battery nears completion the potential coil assumes nearly the entire



CONSOLIDATED CAR LIGHTING SYSTEM—DIAGRAM OF CIRCUITS.

THE RAILWAY AGE

the solenoid, when the motor will again receive current and the rheostat be so adjusted as to bring the voltage of the dynamo to the correct value. The switch connecting the dynamo and battery is automatically opened by the motor when the voltage of the dynamo equals the voltage of the battery. This operation is positive, and takes place at zero difference of potential, so that no arcing occurs when the circuit is opened. In reversing the operation when connection is made to the battery, there is also zero difference of

potential of the solenoid, only a very small current passing through the series coil. The series and potential coils are proportioned so that the proper amount of current is supplied to the battery at all times, this amount varying according to the condition of the battery. This feature is of extreme importance in its effect on both the life and efficiency of the storage battery.

A 20-cell battery is used with this equipment, the size varying according to the number of lamps in the car. During

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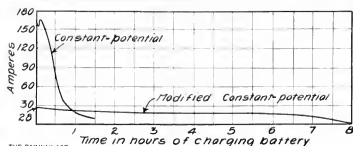
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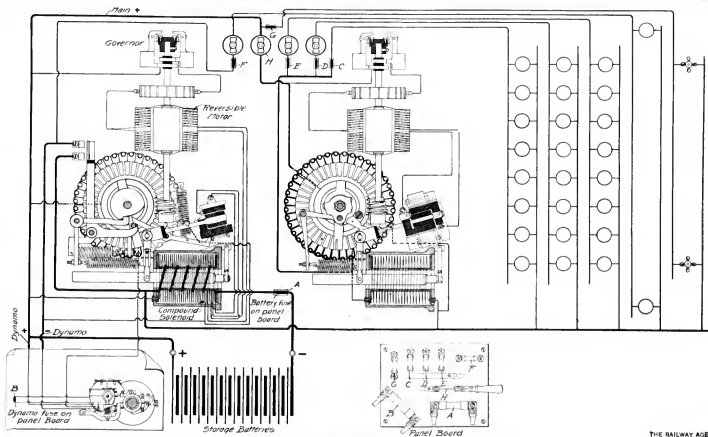
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A 30-cell battery is used with this equipment, the size varying according to the number of lamps in the car. Owing

to the fact that the capacity of the dynamo is such that the battery can be charged at the same time that the lamps are being run direct from the machine, it is not necessary to provide large storage capacity, and a battery capable of carrying the lamp load for five or six hours is deemed entirely sufficient for all purposes.

The lamp regulator is similar in appearance to the dynamo regulator, the rheostat cutting in resistance between the dynamo and lamps or between the battery and lamps in order to reduce the potential to 65 volts across the lamp circuit. The operation is entirely similar to that of the dynamo regulator, the solenoid, however, consisting simply of a potential coil across the lamp circuit. It will, therefore, be seen that the lamps can be turned on or off at will, either singly or in groups, without effect on the remaining lights, as the regulator immediately adjusts the resistance to maintain the fixed voltage across the lamp terminals. Regulation of the lamp voltage is constantly maintained within 1 per cent of the mean value.

The apparatus has been designed with a view of absolutely eliminating all attendance in the matter of regulation, the one thing required being to turn on the lights when desired, and turn them off when they are no longer needed. The regulating apparatus is adjusted when the car is equipped, and then locked, and is thereafter inaccessible to all except the regularly authorized inspectors.

BOOKKEEPING.*

BY A. H. PLANT, COMPTROLLER, SOUTHERN RAILWAY.

Introductory.

In presenting this report the writer feels that it is but just to himself to explain in advance that he has not attempted to follow the path of originality. He has tried to present in as simple terms as he could without the sacrifice of accuracy, certain characteristic features of the American railway accounting, including those which distinguish it from the systems in vogue in other countries. But, from the study of the various systems, and the development of the American system from most insignificant beginnings, he would require much more space than could be spared for the purpose here intended, to undertake a separate examination of every variant in practice. In view of the great number of railways which have grown, and are still growing, in this country, under conditions under which they have been organized and operated, the wonder is rather that they have so far succeeded in unifying their accounting methods than that these still differ in some minor particulars. All that the author of the present report has endeavored to do is to expand the broader phases of his subject, in which substantial uniformity now obtains.

[This introduction is followed by a detailed statement, covering some pages, of the ordinary division of duties among the departmental officers charged, respectively, with executive administration, finances, traffic and operation, under the last-mentioned head being included maintenance and transportation.]

General Organization.

To describe properly the functions and relations of the accounting department of an American railway it is necessary to outline a representative American railway organization and state briefly the duties of each of the other departments.

The stock or share holders elect from their number annually a board of directors, which has supreme authority in the management of the property, and exercises it either directly through the medium of executive committees or through a president.

The board elects annually a president or more vice-presidents, a secretary, a treasurer, and such other officers as may be provided for by the by-laws of the company, and with many of the larger companies an officer, elected as vice-president, in charge of the comptroller, general auditor or auditor. These officers constitute the executive staff of the company, and are appointed by the board of directors direct or through the medium of the president. Their tenure of office is subject to the pleasure of the board, and they are assigned to specific branches of management, for which they are held responsible.

Their duties vary on different lines; thus on one line we find the first vice-president in charge of operation, the second vice-president in charge of traffic, the third vice-president in charge of accounting or finance, the fourth vice-president in charge of construction; while on other lines the assignments may be reversed, or increased or restricted in number. In some instances the chief executive officer fills the dual position of president and general manager, or a vice-president may be also general manager, traffic manager, treasurer or chief accounting officer.

Revenues from Operation.

Local revenues derived from the transportation of passengers and freight originate with, and in a sense are created by, the local agent. It is therefore to him that the accounting department looks for the amount of operating revenue derived from the transportation of passengers and freights, and with him, naturally, the bulk of revenue accounting is transacted.

To make clear the various phases of revenue accounts appearing in this report under "Methods of Accounting," and the channels through which these pass, a summary of the sources of operating revenues is given.

*Summary of a report to be presented at the seventh session of the International Railway Congress, to be held in Washington in May, and the Bulletin published in connection therewith, February, 1905.

[The summary here mentioned includes full details of the creation and the handling of passenger revenue and of freight revenue, respectively, with additional sections treating of revenue from mail and revenue from express service.]

Organization of Accounting Department.

Like other branches of American railway operations, the accounting department has advanced rapidly in usefulness, activity and responsibility. In fact, the evolution in accounting and operating ten years has been greater than credit entries from them.

Within the memory of railway officials now in active service, the accounting department as an independent feature was unknown. The accounts were considered a miscellaneous collection of items, and the bookkeeper, generally in the office of the superintendent or traffic officer, handled them.

Local freight agents checked or balanced their freight accounts against each other. Balances were determined and results forwarded to the bookkeeper, who made his debit and credit entries from them. Final results were reported to owners and managing officers, showing only gross revenue, expenditures and net. Comparative results, audits of costs and statistical information were unknown. Irregularities and inaccuracies were possible.

These unsatisfactory conditions led to the creation of an accounting department, which was placed in charge of an officer generally known as an auditor.

The benefits derived from this innovation were soon apparent, and the auditor or accounting department rapidly became a recognized factor in the management of American railway operations.

To direct the new department the clerk or bookkeeper who had formerly kept the accounts was usually advanced to the position of auditor. His knowledge was confined chiefly to bookkeeping, hence while correcting the then existing evils his usefulness was in its infancy.

As conditions and necessities arose they were met and overcome by the individual auditor acting alone, and largely in independence of the actions and methods of other auditors. Reports, books, returns and methods were introduced, to meet conditions peculiar to that particular line of the ideas of that particular auditor.

Through experience gained in overcoming difficulties and meeting new requirements created by more intricate methods of operation and finance, and through personal aggressiveness, the American railway auditor has advanced from a position of a bookkeeper to an officer thoroughly versed in all departments of modern railway management in all of its branches.

Nevertheless the necessity of each man's acting alone, and framing methods peculiar to himself and to meet conditions arising in his own railway, resulted in a multiplicity of accounting methods, so, in recognition of the need of uniformity for the sake of both efficiency and economy, an Association of American Railway Accounting Officers was organized in 1887, having for its objects, among other things, the unification of American railway accounting methods.

The progress made since that time has been marked by strength and usefulness to railway owners and managers. Meetings are held annually at which both general and special sessions are held. Committees are delegated to consider various phases of railway accounting, and to recommend such methods as appear to be most efficient to meet conditions to be met.

The progress made thus far in unifying and simplifying railway accounting methods warrants the belief that the unification of railway accounting methods on American railways will be on a basis substantially uniform in its general character, and largely so in minor details.

A description of the organization of the accounting staff on the larger railways follows. Incidentally it is shown that the officer in charge of accounts is called "auditor" on 110 roads, operating 45,000 miles of line; "general auditor" on 21 roads, operating 43,000 miles, and "comptroller" on 19 roads, operating 58,000 miles.]

Method of Accounting.

Concentration at a central point, under one head is characteristic of American railway accounting. While it is true that divisional operating officers and agents, and their assistants, are required to perform certain duties in respect to accounting, and to render reports and balance sheets, such returns relate to the receipt of revenues direct or received by agents, and expenses for labor and material originated by the individual operating officer. Such local accounting is accomplished at one point and under one general head.

The returns thus made by individual operating officers and agents are used by the accounting officer as bases of comparison and evidences of stewardship of each officer or agent creating them. The returns are classified under the following general classes: (a) Revenue; (b) Expenditures.

[Several pages of the report from this point describe in detail the sources of revenue, distinguished into three main classes, freight, mail, express and miscellaneous sources, and methods of handling and auditing the same; and, in like manner, the fields of expenditure, specified as operating and financial, and the safeguards of the safekeeping of the money to be paid, the report points out that "it is being rapidly replaced by a more modern, cheaper and less hazardous device—the pay check." The report mentions also the importance of safeguarding materials and the economical application thereof to operation through proper accounting methods.]

Operating Results and Statistics.

While periods for auditing revenues, as we relate to local agents, vary on different railways, it is the general practice of accounting officers to require to close operations at the end of the month; such results are determined at various dates subsequent to the 1st day of the month for the following month. On the smaller lines from ten to fifteen days are required, while on others, owing to the volume of business, twenty to thirty days are required to complete the accounts and determine the results.

However, estimates of gross revenues earned are ascertained and reported weekly, these estimates being usually published in the prominent daily newspapers as financial news.

While balance sheets are always compiled and rendered monthly, the reports are critically considered either annually as a general rule, though some executives examine them monthly.

CHRONICLE
MARCH, 10, 1905

WILL FEAST RAILROAD MEN

Terminal Officials Plan Greeting
to Foreign Delegates.

Members of International Congress
Coming for Four Days.

Fund of \$30,000 is Already Subscribed
for Their Entertainment.

Railroad officials in this city and local railway supply and equipment interests are planning to entertain and welcome the delegates to the international railway congress in royal style when they visit Chicago on their tour of inspection after the convention in Washington, D. C., from April 29 to May 15. The railroads have joined to raise the funds necessary to defray the expenses of entertaining the visitors in this city for four days and the supply and equipment concerns are also preparing to raise a separate fund of their own for the same purpose.

According to the announcement made yesterday every one of the local roads have agreed to subscribe an equal share of the total fund and have begun the subscription by donating \$1,000 each, making the total about \$30,000. If more money is needed the roads stand ready to furnish it. President S. M. Felton of the Chicago and Alton road is chairman of the executive committee which has charge of the arrangements.

Programme of Entertainment.

The programme arranged by the committee of railroad men for the visitors, who are scheduled to be in Chicago from May 19 to May 22, includes an inspection of the tunnel of the Illinois Tunnel and Telephone Company, a trip to the Pullman shops, a visit to the stock yards, the city, the river, railway stations, parks, churches, banks and public buildings. An inspection of the track elevation of the various roads of the suburban electric lines, which parallel the steam roads and of the drainage canal are also included in the plans. A banquet will close the entertainment of the delegates.

The international congress is composed of railway administrative officials and government representatives from various countries and is a permanent association established for the purpose of promoting progress and development of railways. The meeting in Washington is the seventh one. The meetings were originally intended to be held at intervals of two or three years, but recently the precedent has been established of holding meetings every five years.

Will Discuss Railway Science.

At the meeting in May, which will be the first ever held outside of Europe, the science of railways in all its phases will be discussed in the French language, which is the official language of the meeting.

During the meeting of the delegates the railway supply and equipment companies are planning to make an exhibition of railway appliances manufactured in this country, so that the delegates from different countries will have an opportunity of seeing the progress of this country in that line. The exhibition will be upon the plot of ground in Washington, D. C., known as Monument park, the use of which congress granted for that purpose. Temporary buildings are to be constructed upon this site and exhibitions of firms from all parts of the country will be made.

INTER OCEAN
MARCH 15, 1905

RICH MAN'S DEATH IS ODD

POLICE SEARCH FOR HIS WOMAN
COMPANION.

Aged Boston Capitalist Found Dead in
Bed in New York Hotel—Suicide
is Suspected.

Special Dispatch to The Inter Ocean.

NEW YORK, March 14.—Henry R. Reed, a wealthy business man of Boston, 60 years old, was found dead today in bed in the Grand Union hotel.

He engaged a suite of three rooms at the hotel last night and soon after registering was seen to leave with a young woman. She is now being sought by the police.

Suicide is Suspected.

A bottle containing a white powder was found on the stand near the bed and the police are investigating on the theory that the man may have committed suicide.

The coroner is of the opinion that Reed's death was due to heart failure. The white powder found in the room he believes to have been a remedy for heart trouble.

A dispatch from Boston says that Mr. Reed was the senior member of the firm of Nasse, Spaulding & Co., owners of the Revere sugar refinery of Boston. The firm is one of the oldest and largest engaged in the sugar business in this section. Mr. Reed was very wealthy. He was a large owner of stock in the American Sugar Refining company and was a director of the Pullman Palace Car company.

Reed's Death shocks Friends.

BOSTON, Mass., March 14.—Henry R. Reed was one of Boston's wealthiest merchants.

His friends are at loss to account for his having a mysterious woman companion in New York, as reported, for he was looked upon as a model man. Mr. Reed married a Miss Brewster of Plymouth, and had four daughters. He was a member of many clubs and a patron of the fine arts.

RECORD
MARCH, 15, 1905

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Leading Boston

Man Found

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Leading Boston Man Found Dead in Hotel.

UNION PACIFIC GASOLINE MOTOR CAR.

The Union Pacific has recently designed and built at its Omaha shops a gasoline motor car for high-speed interurban and branch service, to be used experimentally for local passenger service at Portland, Ore. As shown by the accompanying engraving from a photograph, the design of the car is unique, it being modeled largely after the lines of the racing yacht "Reliance" inverted. The rear of the car is rounded off to avoid the vacuum produced by square end cars and the front is tapered to a sharp point. The roof is also tapered down from the top to afford as little resistance as possible to the atmosphere. The surface of the roof is perfectly smooth with the exception of the Cottler ventilators, which by suction exhaust the air from the inside of the car. The upper deck and the old-style deck sash ventilators have been dispensed with.

The truck is also of original design, embodying points taken from street car, Pullman palace car and locomotive trucks with new features additional. The principal feature is the design of the springs, which are so constructed and applied as to avoid entirely the galloping motion ordinarily experienced with trolley cars carried upon four wheels. The



UNION PACIFIC GASOLINE MOTOR CAR.

truck wheels are 42 inches in diameter.

The motive power is a six-cylinder gasoline engine manufactured by the Standard Motor Works of Jersey City, N. J. Large air reservoirs are carried underneath the car body which furnish air pressure for use in connection with a starting device to put the car rapidly in motion. It is then taken up by the gasoline engine to the maximum speed without jar in a short space of time. The engine is similar to those used in Standard motor boats, but redesigned and built in accordance with plans furnished by the railroad company to make it applicable to motor car service. It is stated that there is practically no limit to the speed which may be obtained, but in service it will probably be limited to about 40 miles an hour.

In the matter of ventilation and heating the plans for the car seem to have been very thoroughly worked out. Fresh air is taken in from the top and by small ducts is gradually diffused throughout the whole interior. In the winter time this air is passed over hot pipes and warmed. Foul air is exhausted from the roof by means of the ventilators referred to, thus keeping up an almost perfect system of fresh air supply. The interior is also arranged to be capable of thorough cleansing, the floor being sealed and made water-tight, so that it can be flushed out with hot water to kill all disease germs and leave the car in a clean and wholesome condition. The seats are of leather and the ceiling and interior finish are plain. For heating, the water from the cylinder jackets of the engine is run around the sides, radiating a sufficient amount of heat to maintain the interior at a comfortable temperature. In warm weather this water is piped to coils below the car. There are thus two systems

of coils and the heating of the car may be regulated by the controlling valve, which passes more or less water through the upper coils or through the cooling coils below the floor. If the car is too warm the water circulates below; if too cold, the greater part of it circulates through the interior coil, making an admirable system of regulation.

The rear doors are intended to be kept closed while the car is in motion. These are operated by means of an air cylinder and on arrival at a stop or station the door is opened and the step trapdoor elevated, the operation taking place from the operating end of the car. Passengers cannot alight while the car is in motion. The seating capacity is 25 persons. The exterior is painted maroon with aluminum trimmings. The framing is of great strength, making it practically impossible to telescope or crush.

The controlling devices are of simple design and mechanical in operation. Special effort has been made to do away with the complicated machinery sometimes found in the utilization of gasoline power for propelling motor cars. The equipment includes acetylene headlight and acetylene gas for interior illumination. These latter lights are provided with opalescent panels which give a powerful light for reading purposes, though the general light of the car is subdued and restful to the eye.

Report on the Meat Packing Industry.

The report of the commissioner of corporations, James R. Garfield, on the beef industry, submitted to Congress by the president on March 3, amounts to an official acquittal of the great packing firms from the charge of conspiring to extort exorbitant prices from the public for meats. In effect it denies the existence of a "beef trust" to fix prices on cattle or dressed meat, shows that the packers' profits on the gross volume of business, including hog and sheep products, were less than 2 per cent of the total sales, and in the beef-packing plants were only 82 cents per head of cattle handled; that the six principal packing concerns charged with monopolizing the beef industry of the country did only 45 per cent of the total slaughtering; that competition between them is keen; that the companies are not excessively capitalized and that there is no general interchange of ownership among the six principal companies. The profit on private refrigerator cars for 1904, as shown by one company, was 17.7 per cent on the original investment, but it is shown that this did not appreciably affect the cost of meat. The report states that the six principal packing companies, Armour & Co., Swift & Co., Morris & Co., the National Packing Company, the Schwarzschild & Sulzberger Company and the Cudahy Packing Company, slaughtered in the year 1903 5,521,697 head of cattle out of a total indicated slaughter in the United States of 12,500,000 head, or about 45 per cent. In regard to the operation of refrigerator cars the report says:

"The profit on private refrigerator cars is that derived from the mileage paid by the railroads, which, roughly speaking, averages slightly more than three-fourths of a cent per mile for every mile traveled by refrigerator cars, whether loaded or empty. The average distance to which beef is transported from the packing house before consumption does not exceed 800 miles. The gross mileage received by the owner of the refrigerator car would therefore be, roughly, \$12 per round trip. Estimating that a car of dressed beef weighs not less than 20,000 pounds, the gross mileage receipts would not exceed 6 cents per 100 pounds of beef. Of these gross mileage receipts fully one-third is absorbed in the cost of maintaining equipment, including allowance for depreciation, thus leaving not more than 4 cents per 100 pounds of dressed beef as the net return derived from the ownership of private cars handling that product. This is equivalent to about 25 cents per head of cattle. The conclusions in regard to the operations of private car lines are approximate. The bureau arrives at an average cost for a refrigerator car of \$1,000, an average yearly cost of maintenance of \$115 per car, and a net profit from the mileage alone of from 14 per cent to about 17 per cent.

"A statement submitted by one company—the Cudahy Packing Company—shows an actual net profit on the original investment in its cars of 22 per cent in 1902, of 20 per cent in 1903 and of 17.7 per cent in 1904. These figures are directly derived from the mileage allowed owners of private cars by railroad companies. For refrigerator cars this mileage is generally three-fourths of 1 cent, but for a considerable section of the country is 1 cent per mile traveled."

UNION PACIFIC GASOLINE MOTOR CAR.

The Union Pacific has recently designed and built at its Omaha shops a gasoline motor car for high-speed interurban and branch service, to be used experimentally for local passenger service at Portland, Ore. As shown by the accompanying engraving from a photograph, the design of the car is unique, it being modeled largely after the lines of the racing yacht "Reliance" inverted. The rear of the car is rounded off to avoid the vacuum produced by square end cars and the front is tapered to a sharp point. The roof is also tapered down from the top to afford as little resistance as possible to the atmosphere. The surface of the roof is perfectly smooth with the exception of the Cottier ventilators, which by suction exhaust the air from the inside of the car. The upper deck and the old-style deck sash ventilators have been dispensed with.

The truck is also of original design, embodying points taken from street car, Pullman palace car and locomotive trucks with new features additional. The principal feature is the design of the springs, which are so constructed and applied as to avoid entirely the galloping motion ordinarily experienced with trolley cars carried upon four wheels. The



UNION PACIFIC GASOLINE MOTOR CAR.

truck wheels are 42 inches in diameter.

The motive power is a six-cylinder gasoline engine manufactured by the Standard Motor Works of Jersey City, N. J. Large air reservoirs are carried underneath the car body which furnish air pressure for use in connection with a starting device to put the car rapidly in motion. It is then taken up by the gasoline engine to the maximum speed without jar in a short space of time. The engine is similar to those used in Standard motor boats, but redesigned and built in accordance with plans furnished by the railroad company to make it applicable to motor car service. It is stated that there is practically no limit to the speed which may be obtained, but in service it will probably be limited to about 40 miles an hour.

In the matter of ventilation and heating the plans for the car seem to have been very thoroughly worked out. Fresh air is taken in from the top and by small ducts is gradually diffused throughout the whole interior. In the winter time this air is passed over hot pipes and warmed. Pent air is exhausted from the roof by means of the ventilators referred to, thus keeping up an almost perfect system of fresh air supply. The interior is also arranged to be capable of thorough cleansing, the floor being sealed and made water-tight, so that it can be flushed out with hot water to kill all disease germs and leave the car in a clean and wholesome condition. The seats are of leather and the ceiling and interior finish are plain. For heating, the water from the cylinder jackets of the engine is run around the sides, radiating a sufficient amount of heat to maintain the interior at a comfortable temperature. In warm weather this water is piped to coils below the car. There are thus two systems

of coils and the heating of the car may be regulated by the controlling valve, which passes more or less water through the upper coils or through the cooling coils below the floor. If the car is too warm the water circulates below; if too cool, the greater part of it circulates through the interior coil, making an admirable system of regulation.

The rear doors are intended to be kept closed while the car is in motion. These are operated by means of an air cylinder and on arrival at a stop or station the door is opened and the step trapdoor elevated, the operation taking place from the operating end of the car. Passengers cannot alight while the car is in motion. The seating capacity is 25 persons. The exterior is painted maroon with aluminum trimmings. The framing is of great strength, making it practically impossible to telescope or crush.

The controlling devices are of simple design and mechanical in operation. Special effort has been made to do away with the complicated machinery sometimes found in the utilization of gasoline power for propelling motor cars. The equipment includes acetylene headlight and acetylene gas for interior illumination. These latter lights are provided with opalescent panels which give a powerful light for reading purposes, though the general light of the car is subdued and restful to the eye.

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CHRONICLE
MARCH, 15, 1905

MYSTERY IN MILLIONAIRE'S DEATH

Henry R. Reed, Boston's Sugar King,
Expires of Heart Failure.

Has Family in the Hub, but Strange Young
Woman Companion in Gotham.

(Special Telegram.)

BOSTON, Mass., March 15.—Boston's commercial and social world suffered a double shock today. The first came when news of the sudden death of Henry R. Reed, the sugar king of Boston, in New York city was announced. The second sensation was due to mysterious references to a young woman in connection with Mr. Reed's last evening alive.

In Boston, where Mr. Reed was one of the wealthiest business and club men, he was regarded as a model. Dispatches from New York in connection with his death reported that a beautiful young woman visited Mr. Reed at the Grand Union hotel last night and went out with him during the evening. Who the young woman was has not been learned, although the New York police have tried to trace her.

First Thought He Killed Himself.

Mr. Reed was 62 years old and his family consists of a wife and four daughters. It was thought when he was found dead in the Grand Union hotel in New York this morning that he had committed suicide or been poisoned, if a white powder being found in his room. The coroner's inquest developed, however, that he died of heart failure and the powder was probably used by him for heart trouble, with which he is known to have been afflicted. His wife and daughters can offer no explanation for the fact that he was accompanied in New York by a young woman.

In Boston Mr. Reed was a member of the firm of Nash, Spaulding & Co., one of the oldest and largest engaged in the sugar business in this section. He went to New York Sunday on business and was expected to return this afternoon.

Became Power in Sugar Industry.

Mr. Reed was born in New Ipswich, N. H., and after attending the district schools came to Boston at 20 and began work as a grocer's errand boy for John Gilbert & Co. He rose rapidly and in a few years was engaged by Nash, Spaulding & Co. He soon became their buyer and traveled extensively for years, visiting the Windward Islands annually. He steadily rose in the estimation of his firm, until he was taken into partnership.

Mr. Reed became a large owner of stock in the American Sugar refiners. He also was a large stockholder and director of the Pullman Palace Car Company and the Oregon Navigation Company. He was director of the State National bank and one of the commissioners of the sinking fund of the city of Boston. He amassed a fortune of several millions and of late years had been recognized as the sugar king in the east.

Personally Mr. Reed was of rather a retiring disposition. He had cultivated tastes and was a devoted admirer of the fine arts. His wife was Miss Brewster of Plymouth. He was a member of the Somerset, Algonquin, Bay State, Boston Athletic, Country, Elliot, Boston F. M. and Boston Art clubs.

EXAMINER

MARCH, 16, 1905

H. R. REED'S BODY HELD BY CORONER

District Attorney Asks for Au-
topsy and Seeks Mysterious
Woman.

New York, March 16.—Coroner Henry declared yesterday that the body of Henry R. Reed, the Boston millionaire found dead in his room in the Grand Union Hotel, could not be removed to Boston without a physician's certificate that he was a sufferer from chronic heart disease.

District Attorney Garvin declared that as a mysterious woman known only as "Maud," who was seen with him in the hotel shortly before his death, and who registered as his wife, had not been found there should be an autopsy.

"I don't think that my husband's death could have been due to heart disease," Mrs. Reed said yesterday. "I shall take steps immediately to have the fullest investigation made."

INTER OCEAN

MARCH, 16, 1905

VANDALIA SPENDS MILLIONS.

Stockholders of Railroad Order \$25-
000,000 Bond Issue.

TERRE HAUTE, Ind., March 15.—Stockholders of the Vandalia Railroad company, representing 134,654 shares, met here today to consider the proposed \$25,000,000 bond issue. The issue was authorized by a unanimous vote. Of the \$25,000,000, \$5,527,000 will be used to pay matured mortgage indebtedness, \$4,700,000 is reserved for mortgage indebtedness not matured, and \$14,373,000 will be used for improvements ordered by the directors.

Changes on Great Northern.

Official directors have been issued by the management of the Great Northern railway announcing that hereafter General Passenger Agent F. L. Whitney will be known as general passenger traffic manager, and W. W. Broughton, who has been general freight agent, will be general freight traffic manager. These changes are made, it is said, owing to the retirement from active duty of F. B. Clarke, general traffic manager. Mr. Clarke, it is said, will retain the title of general traffic manager, although he has not been actively connected with the Great Northern road for the last eighteen months.

Extension of Gould system.

Active work has begun on the Missouri Pacific's branch in Missouri from Lamar to Jericho, forty-five miles long. This will be the first railroad in a Cedar county. Starting at Lamar, the line will run through Barton and Cedar counties, and reach both Jericho and Stockton by way of Newport and Rye. The line followed in its that surveyed some years ago by the St. Louis, Kansas City & Colorado. A line from Springfield to a point on the White River extension near Aurora is also planned.

Interborough Declares Dividend.

NEW YORK, March 15.—The directors of the Interborough Rapid Transit company declared today a dividend of 14 per cent on the

company stock. The Interborough company operates the subway and elevated lines on Manhattan island.

New Field on the Way.

SPRINGFIELD, Ill., March 15.—Articles of incorporation were filed today for the Mahanab Southern Railway company; principal office, East St. Louis; capital stock, \$10,000. The railway is to be constructed from Zeigler, Ill., in a northerly and northeasterly direction to Shumway, Ill. The incorporators and first board of directors are C. S. Clarke, A. G. Cochran, St. Louis, Mo.; W. S. Forman, L. O. Whitsett, H. L. Brown, East St. Louis, Ill.

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RECORD
MARCH, 17, 1905

Changes in Pullman Cars—To promote cleanliness in its sleeping cars, the Pullman Company has done away with the heavy tapestries that have hung in front of the berths and has made up extra berths with three sheets. The third sheet goes on top of the blankets and answers the purpose of the home counterpane. The tapestries have been sacrificed for light mohair curtains of a dark green color that will not accumulate microbes.

EXAMINER
MARCH, 17, 1905

THE BEST SEATS IN THE COUNTRY
SLEEPING CAR BERTHS
TO BE SOLD AT AUCTION.

Best Seats at Playhouses and Choice Berths in Pullman Coaches to Be "Farmed Out" to Firm and Sold at Auction.

Every big theatrical manager in Chicago and the managers of the Pullman Sleeping Car Company have been approached by the representatives of a company recently organized in this city to speculate in theater seats and Pullman car berths.

The proposition is to open headquarters at a cigar stand in the new First National Bank Building, Monroe and Dearborn streets, and sell the choice seats at the theaters and the best berths in the Pullman cars at advanced rates. Stands are to be established in all the hotels, where the business of the company is to be carried on.

This is an advance on the proposition carried on for years on the theaters of New York. It has been proven on the wireless stand of the New York City and Theatrical Syndicate of New York has been carried out in the same manner to the theaters, which charges 50 cents extra on the advance 20 cents goes to the theatrical managers. The same proposition has been made to the play houses in this city.

Chicago a Rich Field.

As Chicago has become the best theater town in the country the speculator has realized the profit of grabbing the best seats when any success comes to the Chicago theaters. As an example, the present play of "Little Johnny Jones" could be easily sold out to speculators at advanced prices. Chicago can see the show at box office prices with the exception of the seats on sale at the Wellington and Auditorium.

When the big Spring attractions come there will be the same trouble in Chicago as in New York for years when Klaw & Erlanger and Weber & Fields openly threw their best seats into the hands of the Trzyon company and obtained 25 cents for every seat sold.

Easily Avoid Delivery.

The new company promises to deliver the seats at the home or office of the buyer, but this is an easy point to avoid. If there is a loss on delivery charges the seller can easily say that all seats are sold.

The Pullman sale is the new form of the speculating scheme. Chicago is such a great railroad center that it is a wonder that the extra profit was not considered early.

INTER OCEAN
MARCH, 18, 1905

MANY CARS ARE BUILDING

Large Orders Already Booked and More Coming From Railroads.

Special Dispatch to The Inter Ocean. NEW YORK, March 17.—The American Car and Foundry company has booked many large orders for railroad cars recently, and the unfilled orders on the company's books aggregate about 40,000 cars.

Inquiries by the company are coming in from railroads in all parts of the country and indications are that business will continue good for an indefinite period.

If it does dividends on the common stock will be resumed some time during the coming summer or fall.

The company closes its fiscal year on Aug. 31, and the annual report will probably be issued in June. There is no authority for the statement that there is no likelihood of consideration being given to common stock dividends until after the annual meeting.

RECORD
MARCH, 20, 1905

Railway Station Burns—Crossed electric wires in the attic of the Thirty-ninth street station of the Illinois Central Railroad caused a fire yesterday afternoon which damaged the building to the extent of \$5,000. Burning embers blown to the tops of adjacent buildings ignited shingles on several buildings, but caused no damage. Passengers from a suburban train, which stopped at the station, helped to remove to carry a number of trunks from the baggage-room. Officials of the road said last night that the station should be rebuilt and that the work of tearing away the burned portion of the building would be started this morning.

CHICAGOANS INJURED IN WRECK

Train Leaves Track in Indiana and Twelve Persons Are Hurt.

[SPECIAL TO THE RECORD-HERALD.] HAMMOND, Ind., March 19.—Running sixty miles an hour down a steep grade, the New York and Chicago Limited train on the Erie Railroad was derailed this morning near Winfield, Ind., and although no one was killed, twelve persons were injured, three probably fatally. The accident was caused by a part of the engine becoming disconnected and throwing the train from the track.

The probably fatally injured are: CALRO, MRS. M., 264 Ceyron place, Chicago, NOJACK, JOSEPH, Eberhart, Minn.

WILLIAMS, C. H., Saginaw, Marion, Ohio. The painfully injured:

CALRO, JOSEPH, son of Mrs. M. Calro; leg sprained.

DEARUVOID, JOSEPH, Hegawich, Ill.; head injured.

DRAKE, WILLIAM T., conductor, Chicago; cut by glass, nose broken, back sprained.

FRAYER, FREDERICK, brakeman, Huntington, Ind.; head badly hurt and leg broken.

PHIL, JOSEPH, Hegawich, Ill.; head and face cut and bruised.

SCHMIDT, JOSEPH, Hegawich, Ill.; head and shoulders hurt.

SCHWAB, MORRIS, 4314 Champlain avenue, Chicago; head badly hurt.

SWANSON, JOHN, Hegawich, Ill.; tendons of right arm torn.

YETLAN, STALEY, Hegawich, Ill.; head and shoulders badly hurt.

The accident happened at the switch just this side of Winfield. The train was running at high speed down grade and the entire train toppled over an embankment fifteen feet high. Aid was telegraphed for and physicians were hurried to the scene from Crown Point, Hammond, Englewood, Rochester and Huntington. The injured were brought to St. Margaret's Hospital here.

RECORD
MARCH, 19, 1905

AN ENGLISHMAN'S "BERTH-RIGHT"

YES, we see and hear lots of funny things during our trips," said the Pullman conductor. "A week seldom passes that we don't have at least one foreigner who finds difficulty in mastering the sleeping-car system. Only last week," he continued, after the last ticket had been taken up, "an Englishman just from the Cunard dock boarded the train at New-York, with a sleeping-car ticket through to Chicago.

"His berth was number five, just across the aisle there, and toward nine o'clock, before any of them had been made up, he called the porter and said: 'Portch, show me to my bedroom; I wish to retire!'

"The porter grinned and said: 'You ah settin' on it, sah.'

"The Englishman jumped up with an exclamation and looked at the section seat. 'Why, you bloomin' rascal! what do you mean to retch at?'

"I wish to retire," said I, my bed-room.

"'Uh-huh,' said the delighted negro, grinning wider than ever, 'dat 'ere's yo' berf, sah. Ah'll make it up fo' yo' direc'y, sah.'

"'What? Do you mean that I spend the night on this bloomin' seat? I paid for sleeping accommodations!'

"'Yes, sah,' replied Sam, 'yo' sleep on bed seats; yo' head beah, an' yo' feet on dat one.'

"The Englishman stared in bewilderment, first at the seats and then at the porter.

"'What a badly nuisance!' he said. 'Where do I prepare for bed, and what in blazes happens to the top of my back?'

Then he added: 'No wonder the Yankees are still-cheddled!'

"I stepped in about that time and explained, and an hour later the Englishman was snoring in his berth as peacefully as the other passengers. But while he was getting ready for bed I heard several subdued exclamations from his section, like 'Demned small bed-rooms, these!' and other remarks of a similar nature.

RECORD
MARCH, 17, 1905

Changes in Pullman Cars—To promote cleanliness in its sleeping cars, the Pullman Company has done away with the heavy tapestries that have hung in front of the berths and has made up each berth with three sheets. The sheets are fastened to the blankets and answers the purpose of the home counterpane. The tapestries have been sacrificed for light mohair curtains of a dark green color that will not accumulate microbes.

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CHICAGOANS INJURED IN WRECK

Train Leaves Track in Indiana and Twelve Persons Are Hurt.
(SPECIAL TO THE RECORD-BEATLE.)
HAMMOND, Ind., March 10.—Running sixty miles an hour down a steep grade, the New York and Chicago Limited train on the Erie Railroad was ditched this morning near Winfield, Ind., and although no one was killed, twelve persons were injured, three probably fatally. The accident was caused by a part of the engine becoming disconnected and throwing the train from the track.
The probably fatally injured are:
CAIRO, MRS. M., 264 Chicago place, Chicago.
NOJACK, JOSEPH, Everett, Minn.
WILLIAMS, C. H., Congressman, Marion, Ohio.
The painfully injured:
CAIRO, JOSEPH, son of Mrs. M. Cairo; leg sprained.
DUBOUVOY, JOSEPH, Hegewisch, Ill.; head injured.
DEAKE, WILLIAM T., conductor, Chicago; cut by glass, nose broken, back strained.
PEAVEY, FREDERICK, brakeman, Huntington, Ind.; head badly hurt and leg broken.
PILLS, JOSEPH, Hegewisch, Ill.; head and face cut and bruised.
SCHMIDT, JOSEPH, Hegewisch, Ill.; head and shoulders hurt.
SCHINDLER, MORRIS, 4314 Champlain avenue, Chicago; head badly hurt.
SWANSON, JOHN, Hegewisch, Ill.; tendons of right arm torn.
YETIAN, STALEY, Hegewisch, Ill.; head and shoulders badly cut.
The accident happened at the switch just this side of Winfield. The train was running at high speed down a grade and the entire train toppled over an embankment fifteen feet high. Injured persons were carried to hospital and physicians were hurried to the scene from Crown Point, Hammond, Englewood, Rochester and Huntington. The injured were brought to St. Margaret's Hospital here.

EXAMINER
MARCH, 17, 1905

HOW TO TRANSFORM
COMBINATION INTO
SLEEPING CARS.

Best Seats at Playhouses and Choice Berths in Pullman Coaches to Be "Farmed Out" to Firm and Sold at Auction.

Every big theatrical manager in Chicago and the managers of the Pullman Sleeping Car Company have been approached by representatives of a company recently organized in this city to speculate in theater seats and Pullman car berths.

The proposition is to open headquarters at a cigar stand in the new First National Bank Building, Monroe and Dearborn streets, and sell the choice seats at the theaters and the best berths in the Pullman cars at advanced rates. Stands are to be established in all the hotels, where the business of the company is to be carried on. This is an advance on the proposition carried on for years on the part of the New York City of the Erie Railroad. The Erie Railroad is the "Theatrical Syndicate of New York has been offering out the best seats to the Tyson company, which charges 50 cents extra on each seat. Of this advance 25 cents goes to Tyson and the balance goes to the theatrical managers. The same proposition has been made to the play houses in this city.

Chicago a Rich Field.
As Chicago has become the best theater town in the country the speculator has realized the profit of grabbing the best seats in the house and selling them at a profit. Since the opening of the season this "rate of seats" has been carried on at all leading hotels. When "The Girl From Kays" was playing at the Illinois the speculator increased prices with the placing of the seats in the hands of speculators was told in the "EXAMINER."

It is now proposed to take the same advantage of the theatergoers of Chicago when any success comes to the syndicate directors. As an example, the present play of "Little Johnny Jones" could be easily sold out to speculators at advanced prices. Chicago can see the show at box office prices with the exception of the seats on sale at the Wellington and Auditorium. When the big Berlin attractions come there will be the same trouble. It is now that the speculator as has been experienced in New York for years when Klaw, Erlanger and Weber & Fields openly threw their best seats into the hands of the Tyson company and obtained 25 cents rebate on every seat sold.

Easily Avoid Delivery.
The new company promises to deliver the seat at the home or office of the buyer, but this is an easy point to avoid. If there is a loss on delivery charges the seller can easily say that all seats are sold.

The Pullman seats in the form of the speculating scheme, Chicago is such a great railroad center that it is a wonder that the extra profit was not considered here.

Chicago has been free from the evils of its speculator. This is the first organized attempt to enter the field. Theatrical managers have recognized that this city with its wonderful summer climate is the best Summer show town in the country, and the city next year, in least will be the home of the Summer actress and actor. The speculating company has been organized just to take advantage of this condition.

INTER OCEAN
MARCH, 18, 1905

MANY CARS ARE BUILDING.

Large Orders Already Booked and More Coming From Railroads.

Special Dispatch to The Inter Ocean. NEW YORK, March 17.—The American Car and Foundry company has booked many large orders for railroad cars recently, and the undilled orders on the company's books now aggregate about 40,000 cars.

Inquiries for cars are coming in from railroads in all parts of the country and the indications are that business will continue good for an indefinite period.

If it does dividends on the common stock will be resumed some time during the coming summer or fall. The company closes its fiscal year April 30, and the annual report will probably be issued in June. There is official authority for the statement that there is no likelihood of consideration being given to common stock dividends until after the annual meeting.

RECORD
MARCH, 19, 1905

AN ENGLISHMAN'S "BERTH-RIGHT"

YES, we see and hear lots of funny things during our trips," said the Pullman conductor. "A week seldom passes that we don't have at least one foreigner who finds difficulty in mastering the sleeping-car system. Only last week," he continued, after the last ticket had been taken up, "an Englishman just from the Canard dock boarded the train at New-York, with a sleeping-car ticket through to Chicago.
"His berth was number five, just across the aisle there, and toward nine o'clock, before any of them had been made up, he called the porter and said: 'Portah, show me to my bedroom, I wish to retire.'
"The porter grinned and said: 'You ah actin' on it, sah.'
"The Englishman jumped up with an exclamation and looked at the section seat. 'Why, you bloomin' rascal! what do you mean?' he exploded. 'I said my bedroom. I wish to retire, or you mean that I spend the night on this bloomin' seat?' I paid for sleeping accommodations.'
"Yes, sah," replied Sam, 'you sleep on bed-dim seats; you had heah, an' you 'fret on dat one.'
"The Englishman stared in bewilderment, first at the seats and then at the porter. 'What a bally nuisance!' he said. 'Where do I prepare for bed, and what in blazes happens to the strap of my back?' Then he added: 'No wonder the Yankees are still-berthed.'
"I stepped in about that time and explained, and an hour later the Englishman was snoring in his berth as peacefully as the other passengers, and while he was getting ready for bed I heard several subdued exclamations from his section, like 'Demned snail-bed-rooms, these!' and other remarks of a similar nature."

RECORD
MARCH, 17, 1905

Changes in Pullman Cars—To promote cleanliness in its sleeping cars, the Pullman Company has done away with the heavy tapestries that have hung in front of the berths and has made up each berth with three sheets. The top sheet goes on top of the blankets and answers the purpose of the home counterpane. The tapestries have been sacrificed for light muslin curtains of a dark green color that will not accumulate microbes.

RECORD
MARCH, 20, 1905

Railway Station Burns—Crossed electric wires in the attic of the Thirty-ninth street station of the Illinois Central Railroad caused a fire yesterday afternoon which damaged the building to the extent of \$5,000. Burning embers blown to the tops of adjacent buildings ignited shingles on several buildings in the neighborhood. Passengers from a suburban train, which stopped at the station, helped the firemen carry a number of irons from the baggage-room. Officials of the road said last night that the station would be rebuilt and that the work of tearing away the burned portion of the building would be started this morning.

CHICAGOANS INJURED IN WRECK

Train Leaves Track in Indiana and Twelve Persons Are Hurt.
[SPECIAL TO THE RECORD-BEHALF.]
HAMMOND, Ind., March 19.—Running sixty miles an hour down a steep grade, the New York and Chicago Limited train on the Erie Railroad was derailed this morning near Winfield, Ind., and although no one was killed, twelve persons were injured, three probably fatally. The accident was caused by a part of the engine becoming disconnected and throwing the train from the track.
The probably fatally injured are:
CAIRO, MRS. M., 254 Chicago place, Chicago.
NOBACK, JOSEPH, Everett, Minn.
WILLIAMS, C. H., Saginaw, Marion, Ohio.
The painfully injured are:
CAIRO, JOSEPH, son of Mrs. M. Cairo; leg sprained.
DILAUVOUD, JOSEPH, Hewigish, Ill.; head injured.
DRAKE, WILLIAM T., conductor, Chicago; cut by glass, nose broken, head strained.
FRAXEY, FREDERICK, brakeman, Huntington, Ind.; head badly hurt and leg broken.
FILLE, JOSEPH, Hewigish, Ill.; head and face cut and bruised.
SCHIMLICKI, JOSEPH, Hewigish, Ill.; head and shoulders hurt.
SCHINDLER, MORRIS, 4514 Champlain avenue, Chicago; head badly hurt.
SWANSON, JOHN, Hewigish, Ill.; tonsils of right arm torn.
YETIAN, STALEY, Hewigish, Ill.; head and shoulders badly cut.
The accident happened at the switch just this side of Winfield, which was running at high speed down grade, and the entire train toppled over an embankment fifteen feet high. Aid was telegraphed for, and physicians were hurried to the scene from Crown Point, Hammond, Englewood, Rochester and Huntington. The injured were brought to St. Margaret's Hospital here.

EXAMINER
MARCH, 17, 1905

SEAT CHAIRS TO BE TRANSFORMED INTO COMBINATION SEAT THEATER GOERS.

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The project is to open headquarters at a cigar stand in the new First National Bank Building, Monroe and Dearborn streets, and sell the choice seats at the theaters and the best berths in the Pullman cars at advanced rates. Stands are to be established in all the hotels, where the business of the company is to be carried on.

This is an advance on the imposition carried on for years on the theaters of the New York. It has been proven on the witness stand of the New York courts that the Theatrical Syndicate of New York has been carrying off the best seats to the Tyson company, which charges 50 cents extra for each seat. Of this advance 25 cents goes to Tyson and the balance goes to the theatrical managers. The same proposition has been made to the play houses in this city.

Chicago a Rich Field.
As Chicago has become the best theater town in the country the speculator has realized the profit of grabbing the best seats in the house and selling them at a profit. Since the opening of the season this "game of seats" has been carried on at all leading hotels. When "The Girl From Kays" was playing at the Illinois Grand the theatrical managers, who are the speculators, were in the "EXAMINER."

It is now proposed to take the same advantage of the theater-goers of Chicago theaters. As an example the present play of "Little Johnny Jones" could be easily sold out to speculators at advanced prices. Chicago can see the show at box office prices with the speculator as the only absentee at the Wellington and Auditorium. When the big Spring attractions come there will be the same trouble. Chicago as the speculator has been experienced in New York for years when Klaw & Erlanger and Weber & Fields openly threw their best seats into the hands of the Tyson company and obtained 25 cents extra on every seat sold.

Easily Avoid Delivery.
The new company promises to deliver the seat at the home or office of the buyer, but this is an easy point to avoid. If there is a loss on delivery charges the seller can easily say that all seats are sold.
The Pullman sale is in the form of the speculating scheme, Chicago is such a great railroad center that it is a wonder that the extra profit was not considered before.

Chicago has been free from the evils of the speculator. This is the first organized attempt to enter the field. Theatrical managers have recognized that this city with its wonderful summer climate is the best Summer show town in the country, and the city next year, at least, will be the home of the Summer actress and actor. The organizing company has also organized just to take advantage of this condition.

ENTER OFFER
MARCH, 18, 1905

MANY CARS ARE BUILDING.

Large Orders Already Booked and More Coming From Railroads. Special Interest in The Irish Ocean.
NEW YORK, March 17.—The American Car and Foundry company has booked many large orders for railroad cars recently, and the unfilled orders on the company's books now aggregate about \$9,000,000.
Inquiries for new cars are coming in from railroads in all parts of the country and indications are that business will continue good for an indefinite period.
If it does dividends on the common stock will be resumed some time during the coming summer or fall.

The company closes its fiscal year April 30, and the annual report will probably be issued in June. There is official authority for the statement that there is no likelihood of dividend being given to common stock holders until after the annual meeting.

RECORD
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"His berth was number five, just across the aisle there, and toward nine o'clock, before any of them had been made up, he called the porter and said: 'Berth, show me to my bedroom; I wish to retire.'
"The porter grinned and said: 'You ah settin' on it, sah.'

"The Englishman jumped up with an exclamation and looked at the section seat. 'Why, you bloomin' rascal! what do you mean?' he exploded. 'I said my bedroom. I wish to retire at once.'

"'Uh-huh,' said the delighted negro, grinning wide with an ever, 'dat 'ere's yo' berf, sah. Ah'll make it up fo' yo' direct, sah.'
" 'What? Do you mean that I spend the night on this bloomin' seat? I paid for sleeping accommodations.'

" 'Yes, sah,' replied Sam, 'yo' sleep-on-fof-dem seats; yo' head bush, an' yo' feet on dat one.'
"The Englishman stared in bewilderment, first at the seats and then at the porter. 'What a badly mistaken!' he said. 'Where do I prepare for bed, and what in blazes happens to the middle of my back?' Then he added: 'No wonder the Yankees are so ill-nerved!'

"I stepped in about that time and explained, and an hour later the Englishman was snoring in his berth as peacefully as the other passengers, but while he was getting ready for bed I heard several subdued exclamations from his section, like 'Darned small bedrooms, these!' and other remarks of a similar nature.

EVE. POST
MARCH, 20, 1905

CHRONICLE
MARCH, 23, 1905

INTER OCEAN
MARCH, 23, 1905

ENTERS WORLD ON FLYER.

"Hammer" Brings Extra Passenger to Chicago—Florence Replied.

When a Kansas City train rumbled into the Union station to-day it carried one passenger who had not entered the train at its start or at any of its stops on the way to Chicago. The passenger in question was a ten-pound boy, the son of Mrs. W. H. Shinavar of 1392 Golden Gate avenue, San Francisco. The child, a healthy specimen, was born as the train passed through Mexico, Mo.

As Mrs. Shinavar stepped from the sleeping car Brazoria, she was followed by a smiling porter, who pressed a small white bundle against his blue uniform.

A cab was called by the obliging mulatto driver of the wisak broom, and mother and babe were taken to a hospital. They will probably stay there a day or two before they resume their journey to Toledo, Ohio.

Mrs. Shinavar arrived at Kansas City last evening on the Rock Island Road, and then took the Alton "hammer" for Chicago. After Mrs. Shinavar's illness was discovered by the trainmen Dr. F. A. Howard of Slater, Mo., was called by telegraph. At Louisiana, Mo., Dr. Howard Crutcher of Chicago, consulting surgeon of the Alton Road, boarded the train and took

CALUMET RECORD

The Hegewisch Pressed Steel Car Co., sustained a net loss of \$70,101 for the year 1904. It was the worst year the company has experienced since its formation.

INTER OCEAN
MARCH, 22, 1905

Standard Steel Car.

Charles T. Schoen of Philadelphia has sold his entire interest in the Standard Steel Car company of Butler to the Mellon bank & Co. bank, which controls the company. A. G. Valentine resigned as secretary, and L. G. Woods retired as treasurer. The company was succeeded by J. W. Williams, representing and L. G. Woods retired as directors. The board was reduced from eleven to nine directors. A. W. Mellon was elected a director, the others remaining.

Pullman Loan.

It transpires that the Pullman Loan and Savings bank on Feb. 9 last increased its capital stock from \$200,000 to \$250,000, the \$100,000 of new stock being given to the shareholders as a 50 per cent stock dividend.

NEW RULING ON "JIM CROW" LAW

Maryland Appellate Court Holds Act Invalid as to Interstate Passengers.

Measure Affecting Commerce Within State, However, Is Declared to Be Valid.

ANNAPOLIS, Md., March 22.—In an opinion delivered today the court of appeals held that the act passed at the last session of the legislature, commonly known as the "Jim Crow" law and requiring steam railroads in the state of Maryland to furnish separate compartments for white and colored passengers, is valid so far as it affects commerce within the state, but invalid as to interstate passengers and must be construed as not applying to them.

William H. H. Hart, the appellant in the case, is a school-teacher in Washington, D. C. He was arrested for refusing to go into the compartment assigned to colored passengers while he held a through ticket from New York to Washington on the cars of the Philadelphia, Baltimore and Washington Railroad Company, and was fined \$5 and costs by the circuit court for Cecil county. From this verdict he appealed.

The court of appeals upholds the right of common carriers to make reasonable regulations providing for the separation of the races and also the right of the legislature to impose such regulations upon common carriers.

However, in the matter of imposing such regulations upon carriers engaged in interstate commerce, the Maryland court regards the decision of the United States court in the case of Hall against DeCuir as conclusive.

TRIBUNE
MARCH, 23, 1905

MARYLAND JIM CROW LAW VALID

Court Holds, However, the Separate Car Requirement Can't Be Enforced on Interstate Passengers.

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Pressed Steel Car.

The business of the Pressed Steel Car company has shown a large increase in the recent past, as has the business of all the other car manufacturing companies. President Hoffost makes no concealment of the fact that the car business the past few years could scarcely have been worse, and he emphasizes the fact that it will take considerable time to recover from the ill effects of 1904. For this reason Mr. Hoffost declines to make any forecasts as to the resumption of dividends on the common stock.

As was shown in the annual report, the company failed to earn the preferred dividend in 1904. From present indications the losses incurred during the past year will easily be made up during the current year, although it is too early, as yet, to even approximate what the earnings for 1905 might be. There is reason to believe that an extremely conservative course will be followed by the directors in regard to resuming dividends on the common stock.

Barney & Smith Car.

The Barney & Smith Car company of Dayton, Ohio, has purchased the property of the Great Lumber company at Milltown, Ga., embracing 25,000 acres of good timber land. The deal involves between \$300,000 and \$400,000. The output of the big plant, it is said, will be used by the Barney & Smith company in its manufacturing business at Dayton.

CALUMET RECORD
MARCH, 23, 1905

STOCK DIVIDENDS.

Pullman Loan and Savings Shareholders Paid \$100,000 of the Surplus.

GREAT FINANCIAL SUCCESS

Local Bank in Flourishing Condition—Savings Deposits Over Two Million Mark—Book Value of Stock Quoted at 158.

The Pullman Loan and Savings Bank has completed the issue of \$100,000 of new stock which went to old shareholders out of the surplus as a stock dividend of 50 per cent. The bank's present capital is \$300,000. The directors have declared the quarterly dividend at the old rate, 2 per cent, on the increased issue.

The bank reported a surplus of \$257,800 in January. Its present surplus, after the deduction of \$100,000 for the new stock and \$175,500, makes the book value 158. The Pullman Loan is one of the largest earners among the outlying banks. In the last published list of stockholders, Norman B. Ream was credited with the ownership of 1,000 shares. The remainder is scattered in small holdings, principally among Pullman interests, and local merchants and business men. Edward F. Bryant is president of the bank, and has been at the helm for many years. His management is mainly responsible for the success of the local institution which in its report last fall showed a savings deposit of over two million dollars.

EVE. POST
MARCH, 20, 1905

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after p. 156

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has not been changed
to show this.**

EXAMINER
MARCH, 30, 1905

EVE. POST
MARCH, 31, 1905

MOSQUITO NETS IN SLEEPERS.
New Orleans, La., March 28.—The Louisiana Railroad Commission has ordered the Pullman Car Company to equip all sleeping car berths with mosquito nets.

CHRONICLE
MARCH, 30, 1905

LINCOLN IS REPORTED DEAD

Rumor of Death of Head of Pullman Company Reaches Chicago.

An unconfirmed rumor was spread about the city last night that Robert T. Lincoln had died suddenly. The source of the rumor could not be learned.

Inquiry at the Lincoln residence, 60 Lake Shore drive, failed to confirm the report. Only a caretaker was in charge of the house and she said that Mr. Lincoln had been in Florida for two weeks and that no word of his illness or death had reached her.

RECORD
MARCH, 31, 1905

THOMAS H. WICKES' funeral will take place this afternoon at 2 o'clock from the residence, 4841 Drexel boulevard, Robert T. Lincoln, who is hastening from Augusta, Ga., will be one of the honorary pallbearers. The other honorary pallbearers are J. T. Harahan, S. M. Felton, J. S. Rinnella, George W. Ristine, W. C. Brown, F. A. Wann and F. B. Daniels. The body will be cremated at Graceland cemetery.

EVE. NEWS
MARCH, 30, 1905

THOMAS H. WICKES' FUNERAL.

Services will be held to-morrow—names of pallbearers.

The funeral of Thomas H. Wickes, who died suddenly Tuesday, will be held at the home, 4841 Drexel boulevard, to-morrow afternoon at 2 o'clock. It will be conducted by the Rev. Herman Page, rector of St. Paul's Episcopal church, 59th street and Madison avenue. The body will be cremated at Graceland cemetery. Honorary pallbearers will be:

S. M. Felton, J. T. Harahan,
W. C. Brown, J. S. Rinnella,
F. A. Wann, Robert T. Lincoln,
George W. Ristine, Francis B. Daniels.

The active pallbearers will be chosen from among the departmental heads of the Pullman company, of which Mr. Wickes was vice-president and head of the operating department.

Officials of the Pullman company assert they have received no confirmation of a rumor that Robert T. Lincoln, president of the company, had died in the south. Telegraphic inquiry also failed to bring confirmation of the story.

Funeral of Thomas H. Wickes.

The funeral of Thomas H. Wickes, vice-president of the Pullman company, will be held at the residence, 4841 Drexel boulevard, to-morrow at 2 p. m. The remains will be cremated at Graceland. The honorary pallbearers will be J. T. Harahan, S. M. Felton, J. S. Rinnella, George W. Ristine, R. T. Lincoln, W. C. Brown, F. A. Wann and F. B. Daniels, and the active bearers will be selected from the department chiefs.

Mr. Wickes's life-long connection with the Pullman company brought him into contact with railroad officials in every section of the country, and he enjoyed the confidence and respect of all with whom he had business relations. Among the officials and employees of the company are many who served with him for twenty years and more, and to them he was endeared by his uniformly just and kind treatment. He was a member of the New York, Chicago, Washington Park and Calumet Country clubs; also of the St. Louis Lodge of Elks, the Royal Arcanum and the Legion of Honor.

LINCOLN ON WAY HERE.

Coming to Chicago From Florida to Attend Mr. Wickes' Funeral—Rumor of Death False.

Robert T. Lincoln, president of the Pullman company, is on his way to Chicago from Augusta, Ga., to attend the funeral exercises for the late T. H. Wickes, vice-president of the company, and is expected to reach Chicago to-morrow morning, as he left Augusta last night.

A rumor that Mr. Lincoln had died suddenly in Florida, where he has been staying for three weeks, is pronounced baseless by Private Secretary Sweet and the Pullman company officials.

RY. AGE
MARCH, 31, 1905

Thomas H. Wickes, vice-president of the Pullman company, died suddenly in Chicago on March 28, at the age of 58 years. Mr. Wickes was born in England on August 28, 1846, and had been in the service of the Pullman Company since April, 1868, when he began as assistant to the agent at East Saint Louis, Ill. From 1870 to May, 1873, he was assistant superintendent, and from the latter date to May, 1885, superintendent of the Saint Louis division. He was then appointed western general superintendent, with office at Chicago, and held that office until September, 1888, when he was advanced to the position of general superintendent. On January 1, 1888, he was elected second vice-president in charge of the operating department, and on October 16, 1896, was chosen vice-president, which position he held until his death. Mr. Wickes was taken suddenly ill while on his way to his office and died a few moments after being taken to his residence.



THOMAS H. WICKES.

EXAMINER
MARCH, 30, 1905

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RECORD
MARCH, 31, 1905

'THOMAS H. WICKES' funeral will take place this afternoon at 2 o'clock from the residence, 4941 Drexel boulevard. Robert T. Lincoln, who is hastening from Augusta, Ga., will be one of the honorary pallbearers. The other honorary pallbearers are J. T. Harshbarger, S. M. Felton, J. S. Rumsells, George W. Rittine, W. C. Brown, F. A. Wann and F. B. Daniels. The body will be cremated at Graceland cemetery.

EVE. NEWS
MARCH, 30, 1905

THOMAS H. WICKES' FUNERAL.

Services Will Be Held To-Morrow—Names of Pallbearers.

The funeral of Thomas H. Wickes, who died suddenly Tuesday, will be held at the home, 4941 Drexel boulevard, to-morrow afternoon at 2 o'clock. It will be conducted by the Rev. Herman Page, rector of St. Paul's episcopal church, 50th street and Madison avenue. The body will be cremated at Graceland cemetery. Honorary pallbearers will be:

S. M. Felton, J. T. Harshbarger,
W. C. Brown, J. S. Rumsells,
F. A. Wann, Robert T. Lincoln,
George W. Rittine, Francis B. Daniels.

The active pallbearers will be chosen from among the departmental heads of the Pullman company, of which Mr. Wickes was vice-president and head of the operating department.

Officials of the Pullman company assert they have received no confirmation of a rumor that Robert T. Lincoln, president of the company, had died in the south. Telegraphic inquiry also failed to bring confirmation of the story.

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Mr. Wickes' life-long connection with the Pullman company brought him into contact with railroad officials in every section of the country, and he enjoyed the confidence and respect of all with whom he had business relations. Among the officials and employees of the company are many who served with him for twenty years and more, and to them he was endeared by his uniformly just and kind treatment. He was a member of the New York, Chicago, Washington Park and Calumet Company clubs; also of the St. Louis Lodge of Elks, the Royal Arcanum and the Legion of Honor.

LINCOLN ON WAY HERE.

Coming to Chicago From Florida to Attend Mr. Wickes' Funeral—Rumor of Death False.

Robert T. Lincoln, president of the Pullman company, is on his way to Chicago from Augusta, Ga., to attend the funeral exercises for the late T. H. Wickes, vice-president of the company, and is expected to reach Chicago to-morrow morning, as he left Augusta last night.

A rumor that Mr. Lincoln had died suddenly in Florida, where he has been staying for three weeks, is pronounced baseless by Private Secretary Sweet and the Pullman company officials.

RY. AGE
MARCH, 31, 1905

Thomas H. Wickes, vice-president of the Pullman company, died suddenly in Chicago on March 28, at the age of 58 years. Mr. Wickes was born in England on August 28, 1846, and had been in the service of the Pullman Company since April, 1868, when he began as assistant to the agent at East Saint Louis, Ill. From 1870 to May, 1873, he was assistant superintendent, and from the latter date to May, 1885, superintendent of the Saint Louis division. He was then appointed western general superintendent, with office at Chicago, and held that office until September, 1886, when he was advanced to the position of general superintendent. On January 1, 1889, he was elected second vice-president in charge of the operating department, and on October 15, 1896, was chosen vice-president, which position he held until his death. Mr. Wickes was taken suddenly ill while on his way to his office and died a few moments after being taken to his residence.



THOMAS H. WICKES.

EXAMINER
MARCH, 30, 1905

MOSQUITO NETS IN SLEEPERS.

New Orleans, La., March 28.—The Louisiana Railroad Commission has ordered the Pullman Car Company to equip all sleeping car berths with mosquito nets.

CHRONICLE
MARCH, 30, 1905

LINCOLN IS REPORTED DEAD

Rumor of Death of Head of Pullman Company Reaches Chicago.

An unconfirmed rumor was spread about the city last night that Robert T. Lincoln had died suddenly. The source of the rumor could not be learned.

Inquiry at the Lincoln residence, 6 Lake Shore drive, failed to confirm the report. Only a caretaker was in charge of the house and she said that Mr. Lincoln had been in Florida for two weeks and that no word of his illness or death had reached her.

RECORD
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MR. ROBERT T. LINCOLN, the son of the martyred President, is one of the successful business men who is interested in Har-

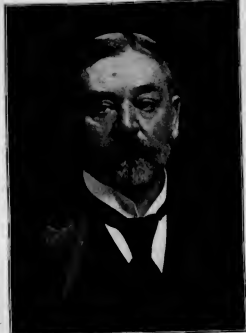


Photo by Gasford.

ROBERT T. LINCOLN, PRESIDENT OF THE PULLMAN COMPANY.

— OVER —

RECORD
APRIL, 4, 1905

WICKES LEAVES MANY BEQUESTS

Pullman Company Official Remembers Relatives and Charity in Will.

The will of Thomas H. Wickes, late vice president of the Pullman company, was filed for probate yesterday. It disposes of personal property worth \$100,000 and real estate worth \$125,000. By its provisions several charitable institutions are given bequests, and the relatives of the testator are provided for. Following are the important items of the document:

Hugh P. Walden, nephew, \$30,000 in cash, the residence at 2810 Prairie avenue and other real estate, together with silverware, jewelry, pictures and household goods.
Thomas H. Wickes, Jr., son, \$100 a year.
Laura Annette Wickes Fell, daughter, net income from \$50,000.
Florence Wickes Johnstone, daughter, net income from \$50,000.
Charles H. Wickes, brother, net income from \$25,000.
Mary Walden, sister, net income from \$25,000.
Alice Crisp, sister, net income from \$25,000.
Richmond Deen, \$5,000.
Homes for Destitute Crippled Children, \$1,000.
Chicago Orphan Asylum, \$1,000.
Old People's Home, \$1,000.
Chicago Home for the Friendless, \$1,000.
The trust funds from which incomes are ordered paid are disposed of as follows, after the death of the persons to whom incomes are provided:
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Nephew Well Remembered and Charitable Institutions Are Enriched.

Thomas H. Wickes, Jr., will have to be content so far as his father's estate is concerned with an income of \$300 a year and a possibility of a few dollars more, if the provisions of the will of the late Thomas H. Wickes, vice president of the Pullman Company, are fulfilled. None of the three divorced wives of the decedent is remembered and charity is the recipient of a number of direct and contingent bequests of substantial character. Although he was regarded generally as a man whose wealth varied in the millions, the estimate of the Wickes estate as made by Attorney W. B. Johnstone, who filed the will for probate yesterday, gave the value of the personal estate at about \$100,000 and the real estate at about \$125,000. According to the provisions of the will, all the real estate and personal property shall be converted into money as soon as possible without sacrifice, and the division among relatives and charitable institutions made.

Charity is Remembered.

In addition to contingent bequests, following the death of some of the beneficiaries, the charitable bequests are as follows:

Home for destitute children.....	\$1,000
Chicago orphan asylum.....	1,000
Old people's home.....	1,000
Chicago home for the friendless.....	1,000

A nephew, Hugh P. Walden, is most generously remembered, and is most generously receiving a residence at 2810 Prairie avenue and other real estate valued at \$30,000. The daughter, after deducting the \$300 for Thomas H. Jr., who will get an additional \$250 a year from this fund in event of the death of one or both of the daughters. Provision is made from this fund for his daughter's children, or should the daughters die without issue the fund will go to the home for destitute crippled children, Chicago orphan asylum, home for the friendless and old people's home. St. Luke's hospital will receive \$12,500 for maintenance of a free bed on the death of Charles H. Wickes, a brother, who is bequeathed \$5,000.

Relatives Receive Bequests.

The sum of \$5,000 is bequeathed to a sister, Mary Walden, the provision being made that she is to receive the net income from that fund during her life and at her death the trustees are directed to pay the principal in equal shares to her daughters, Marion Carter and Minnie Stark.

The testator leaves another sister, Alice Crisp, \$25,000 to be held in trust and the net income to be paid to her. At her death the fund reverts to her daughter, Annie Alice Bond.

The instrument provides that if there is anything remaining after the various provisions have been carried out, or if any of the legacies should lapse, all the surplus estate shall be divided into four equal parts. One of the parts is bequeathed to a niece, Annie Alice Bond, and one part to a nephew, Hugh P. Walden. The other two parts are to be held in trust for the benefit of the daughters, thus increasing their incomes. Hugh P. Walden and William Burry are named as executors of the will, which is dated Feb. 15, 1905.

ward's attempt to raise a new endowment fund of \$5,000,000. Mr. Lincoln has had a varied and interesting career: graduating from Harvard during the Civil War, he fought under General Grant until peace was declared, when he returned to Harvard and finished the study of law. He was admitted to the bar in Chicago and became special counsel for George M. Pullman, upon whose death he succeeded to the presidency of the Pullman Car Company. Mr. Lincoln was in the Cabinet as Secretary of War, 1881-85, and was sent by President Harrison to represent the United States in England from 1889-93.

MR. ROBERT T. LINCOLN, the son of the martyred President, is one of the successful business men who is interested in Har-



Photo by Geisford.

ROBERT T. LINCOLN, FRESHMAN OF THE PULLMAN COMPANY.

-COVER-

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Hugh P. Walden, nephew, \$50,000 in cash, the residence at 2010 Prairie avenue and other real estate, together with silverware, jewelry, pictures and household goods.
Thomas H. Wickes, Jr., son, \$500 a year.
Laura Annette Wickes Felt, daughter, net income from \$50,000.
Florence Wickes Johnstone, daughter, net income from \$50,000.
Charles B. Wickes, brother, net income from \$25,000.
Mary Walden, sister, net income from \$25,000.
Allen Crisp, sister, net income from \$25,000.
Richmond Best, \$5,000.
Home for Destitute Crippled Children, \$1,000.
Chicago Orphan Asylum, \$1,000.
Old People's Home, \$1,000.
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The sum of \$25,000 is bequeathed to a sister, Mary Walden, the provision being made that she is to receive the net income from that fund during her life and after her death the trust is directed to pay the principal in equal shares to her daughters, Marion Carsten and Minnie Stark.
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HEIR \$500 A YEAR FOR T. H. WICKES' SON

Namesake of Dead Pullman Magistrate Who Sided With Stepmother No. 2 Cut Off With Small Bequest.

THREE DIVORCED WIVES NOT EVEN MENTIONED IN WILL

Two Daughters and Nephew Receive Largest Part of Big Estate, and Balance Goes to Charitable Institutions.

In the will of the late Thomas H. Wickes, vice president of the Pullman Car company, his son and namesake, Thomas H. Wickes, Jr., is cut off with an allowance of only \$500 a year, while his three divorced wives are not even mentioned. The will was filed for probate yesterday.

His daughter, Florence, the actress, receives the income from \$100,000 jointly with her sister, Mrs. Laura A. Feit, which will give them an income of several thousand dollars a year.

It is believed that the pittance with which the Pullman magnate cut off his son is the result of an arrangement that sprang up between father and son, following the flight of the deceased's third wife from the palatial home on Druxel boulevard, which was followed by her announcement that she had become a virtual prisoner for weeks and not allowed out of the house except under surveillance.

The daughter, Florence, the actress, who is thus preferred above the namesake of the deceased, at one time appeared in Chicago under the pseudonym, "Nancy Hanky."

The three divorced wives of Thomas H. Wickes, who died March 23, are ignored completely in his will, which was filed in the Probate court yesterday afternoon.

He bequeaths the bulk of his wealth to other relatives and charitable institutions.

Hugh P. Walden, a nephew, and William Wickers are named as executors.

Mrs. Laura U. Wickes, his first wife and the mother of his two daughters and son, is not mentioned in the will.

The name of Mrs. Clarissa Spicer Wickes, his second wife, who married after a fast trip to Canada, has no place in the will, nor has his third wife, Mrs. Edna Parker Nelson Wickes.

Estate Valued at \$225,000.
The value of the personal estate is given as about \$100,000, and that of the real estate as \$125,000.

Hugh P. Walden gets the residence at 2910 Prairie avenue, other real estate, and \$30,000 in cash.

A provision is made that both the real and personal estates be converted into money as soon as practicable, to be divided among relatives and charitable establishments.

One hundred thousand dollars will be deposited with the Northern Trust company, Jr., in quarterly installments, during his life.

The balance of the income from this fund will be divided equally and given quarterly to his two daughters, Laura A. Wickes Feit and Florence Wickes Johnston, during their lives.

Provision for Grandchildren.
The will provides that when the children of the two young wives, if they have any, reach the age of 21 the principal sum shall be paid to them.

Upon the death of either of the daughters without issue one-fourth of the fund will be given to the Home for Deafmute and Crippled

Wickes Will Filed.
The will of the late Thomas H. Wickes, vice-president of the Pullman company, was filed for probate this week. It disposes of property valued at \$250,000. Hugh P. Walden, a nephew, gets \$30,000 and the residence at 2910 Prairie avenue; two daughters the income of \$100,000 and the son, Thomas H. Wickes, Jr., was given \$500 a year, with a provision for an increased annuity of \$250 later in life. Numerous charitable bequests were also made.

BOYS' PLACE ON WHEELS.

W. K. VANDERBILT ORDERS MOST COSTLY PRIVATE CAR.

Pullman Company Takes Contract at Not Less than \$50,000 and It is Expected to Surpass Even That Now Owned by Charles M. Schwab—Chicago, Milwaukee and St. Paul Plans to Promote F. A. Miller to Be Passenger Traffic Manager.

W. K. Vanderbilt has sent an order to the Pullman company for the finest private car which ever was built. For the same amount which he proposes to invest he could build a handsome residence. No limit has been set, although it is expected from the estimates made that the car will cost not less than \$50,000.

Charles M. Schwab now is credited with owning the most pretentious private car in America. It was built several years ago, and is said to have cost \$35,000. The Vanderbilt order is for a bath in connection with every bedroom. The beds will be of brass, and the living room and dining room furnished in up to date fashion.

F. A. Miller Is to Be Promoted.
The Chicago, Milwaukee and St. Paul has decided to have in the future passenger counsils a representative equal in rank to the officials from the other roads. F. A. Miller, general passenger agent, will be made passenger traffic manager, and it is reported that discharge will take place in two weeks, and that some man from Minneapolis or St. Paul will succeed in his position.

The decision of the Chicago-Minneapolis lines to maintain rates during the excursion season was taken up yesterday by the St. Paul Commercial club. The rule goes into effect next Friday, and business men of the Twin Cities are protesting against the decision, because thousands of visitors have been attracted weekly during summer excursions to the Twin Cities by reason of the low railroad rates. This year Colorado has the advantage.

Interstate Commerce Cases Set.
The interstate commerce commission has set for hearing the following cases. Menasha Woodenware company against the Archison, Topeka and Santa Fe, and thirteen

other roads, alleging unreasonable rates on cross-country from points in Wisconsin, Minnesota, Illinois, and other Mississippi points to Northern Pacific terminal points, for May 8. In Chicago; Pittsburg Plate Glass company against Chicago, Pittsburg and Cincinnati and St. Louis railway, and sixteen other lines, alleging unreasonable rates on plate glass shipped from Pittsburg to Chicago, and other western points, as compared with the rates on plate glass of foreign manufacture on May 18 at Washington.

Judge Grosscup will address the Pittsburg Traffic club at the monthly banquet tomorrow night on "Government Regulation of Rates." A special train will take the judge and other members of the club at 6:30 tonight over the Lake Shore and Michigan Southern.

Contracts have been awarded by the Rock Island for the building of a hotel at East Moline, Ill., for the accommodation of its employees.

William H. McDoel Is Honored.

William H. McDoel, vice president and general manager of the Chicago, Indianapolis and Louisville railway, was elected second vice president of the American Railway association yesterday. He has been agent of the Toledo, Wabash and Western railway at Keokuk, Ia.; general freight agent of the Hannibal and St. Joseph, and southwestern freight agent of the Chicago, Burlington and Quincy at Kansas City, Mo. In 1898 he was appointed general freight agent of the Monon route, and has remained with that road ever since, filling the positions of traffic manager, general manager, vice president, and president. He began his railway services in 1850 as a check freight clerk.

Illinois Inquiry to Be General.

Springfield, Ill., April 6.—The state railroad and warehouse commission today took up the shippers' petition for freight rate reductions and decided to make the scope of the inquiry unlimited. Railroaders entered no objections to making the investigation general. The board set Tuesday, May 16, as the date for the hearing.

New Head for Long Island Road.

New York, April 5.—[Special.]—Ralph Peters was today made successor to the late William F. Potter as president of the Long Island railroad at a meeting of the directors held in the local office of the Pennsylvania railroad. For twenty years he has been in charge of the Long Island branch of the Pittsburg, Cincinnati, Chicago and St. Louis railroad.

Beneficiaries and an equal amount to the United Orphan asylum.

The other beneficiaries are Charles B. Wickes, brother, to whom he left \$25,000, one-half of which is to go to St. Luke's hospital for maintenance of free beds on his death; Mary Walden and Alice Clegg, his sisters, each receive \$25,000; Home for Destitute and Crippled Children, Chicago Orphan Asylum, Old People's home, and the Chicago Home for the Friendless each receive \$10,000.

ONLY \$500 A YEAR FOR T. H. WICKES' SON

Namesake of Dead Pullman Magistrate Who Sided With Stepmother No. 2 Cut Off With Small Bequest.

THREE DIVORCED WIVES NOT EVEN MENTIONED IN WILL

Two Daughters and Nephew Receive Largest Part of Big Estate, and Balance Goes to Charitable Institutions.

In the will of the late Thomas H. Wickes, vice president of the Pullman Car company, his son and namesake, Thomas H. Wickes, Jr., is cut off with an allowance of only \$500 a year, while his three divorced wives are not even mentioned. The will was filed for probate yesterday.

His daughter, Florence, the actress, receives the income from \$100,000 jointly with her sister, Mrs. Laura A. Felt, which will give them an income of several thousand dollars a year.

It is believed that the pittance with which the Pullman magnate cut off his son is the result of an estrangement that sprang up between father and son, following the death of the deceased's third wife from the palatial home on Drexel boulevard, which was followed by her announcement that she had found a virtual prisoner for weeks and not allowed out of the house except under surveillance.

The daughter, Florence, the actress, who is thus preferred above the namesake of the deceased, at one time appeared in Chicago under the pseudonym, "Nancy Hanky."

The three divorced wives of Thomas H. Wickes, who died March 28, are ignored completely in his will, which was filed in the probate court yesterday afternoon.

He bequeaths the bulk of his wealth to other relatives and charitable institutions. Hugh P. Walden, a nephew, and William Barry are named as executors.

Mrs. Laura U. Wickes, his first wife and the mother of his two daughters, and son, is not mentioned in the will.

The name of Mrs. Clarissa Spicer Wickes, his second wife, whom he married after a fast trip to Canada, has no place in the will, nor has his third wife, Mrs. Edna Parker Nelson Wickes.

Estate Valued at \$225,000.
The value of the personal estate is given as about \$100,000, and that of the real estate as \$125,000.

Hugh P. Walden gets the residence at 3918 Prairie avenue, other real estate, and \$50,000 in cash.

A provision is made that both the real and personal estate be converted into money as soon as practicable, to be divided among relatives and charitable establishments.

One hundred thousand dollars will be deposited with the Northern Trust company and, from its net income \$500 a year will be paid to his son, Thomas Wickes, Jr., in quarterly installments, during his life.

The balance of the income from this fund will be divided equally and given quarterly to his two daughters, Laura A. Wickes Felt and Florence Wickes Johnson, during their lives.

Provision for Grandchildren.

The will provides that when the children of the two young women, if they have any, reach the age of 21 the principal sum shall be paid to them.

Upon the death of either of the daughters without issue one-third of the fund will be given to the Home for Deaf and Crippled

Wickes Will Filed.

The will of the late Thomas H. Wickes, vice-president of the Pullman company, was filed for probate this week. It disposes of property valued at \$250,000. Hugh P. Walden, a nephew, gets \$30,000 and the residence at 3918 Prairie avenue; two daughters the income of \$100,000 and the son, Thomas H. Wickes, Jr., was given \$500 a year, with a provision for an increased annuity of \$250 later in life. Numerous charitable bequests were also made.

BUYS PALACE ON WHEELS.

W. K. VANDEBILT ORDERS MOST COSTLY PRIVATE CAR.

Pullman Company Takes Contract at Not Less than \$50,000 and It Is Expected to Surpass Even That Now Owned by Charles M. Schwab—Chicago, Milwaukee and St. Paul Plans to Promote F. A. Miller to Be Passenger Traffic Manager.

W. K. Vanderbilt has sent an order to the Pullman company for the finest private car which ever was built. For the same amount which he proposes to invest he could build a handsome residence. No limit has been set, although it is expected from the estimates made that the car will cost not less than \$50,000.

Charles M. Schwab now is credited with owning the most pretentious private car in America. It was built several years ago, and is said to have cost \$37,000. The Vanderbilt order is for a bath in connection with every bedroom. The beds will be of brass, and the living room and dining room furnished in up to date fashion.

F. A. Miller Is to Be Promoted.

The Chicago, Milwaukee and St. Paul has decided to have in the future passenger counsils a representative office in rank to the officials from the other roads. F. A. Miller, general passenger agent, will be made passenger traffic manager and it is reported that this change will take place in two weeks, and that some man from Minneapolis or St. Paul will succeed to his present position.

The decision of the Chicago-Minneapolis lines to maintain rates during the excursion season was taken up yesterday by the St. Paul Commercial club. The rule goes into effect next Friday, and business men of the Twin Cities are protesting against the decision, because thousands of visitors have been attracted weekly during summer seasons to the Twin Cities by reason of the low railroad rates. This year Colorado has the advantage.

Interstate Commerce Cases Set.

The interstate commerce commission has set for hearing the following cases. Menasha Woodware company against the Atchafson, Toroka and Santa Fe, and thirteen

other roads, alleging unreasonable rates on cross-line from points in Wisconsin, Minnesota, Illinois, and other Mississippi points to Northern Pacific terminal points, for May 8, in Chicago; Pittsburg Plate Glass company against Chicago, Pittsburg and Cincinnati and St. Louis railway, and sixteen other lines, alleging unreasonable rates on plate glass shipped from Pittsburg to Chicago, and other western points, as compared with the rates on plate glass of foreign manufacture on May 16 at Washington.

Judge Grosscup will address the Pittsburg Traffic club at the monthly banquet tomorrow night on "Government Regulation of Rates." A special train will take the judge and other members of the club at 5:30 tonight over the Lake Shore and Michigan Southern.

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Hinkley Inquiry to Be General.

Spokane, Ill., April 5.—The state railroad and warehouse commission today took up the shipment for freight rate reductions and decided to make the scope of the inquiry unlimited. Railroads entered no objections to making the investigation general. The board met Tuesday, May 3, as the date for the hearing.

New Head for Long Island Road.

New York, April 5.—(Special.)—Ralph Peters was today appointed as the late William F. Potter as president of the Long Island railroad at a meeting of the directors held in the board office of the Pennsylvania railroad. For twenty years he has been president of the Long Island railroad. The Pittsburgh, Cincinnati, Chicago and St. Louis railroad.

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Car Sanitation.

The popular interest displayed in the subject of car sanitation and car ventilation by the boards of health of the larger cities has evoked some criticism of the railroad companies for not giving more attention to a matter of such vital interest to their passengers. To a certain extent, at least, such criticisms appear to be unjustified, and it is authoritatively denied that any railroad has hampered the efforts of the scientists to study the relation of car ventilation and sanitation to the public health. It is true that some street railway systems have paid little or no attention to improving the ventilation of their cars, but on the other hand a number of the steam railroads, the Pullman company and others, are seeking the latest information on the subject from the Marine Hospital Service and other public health laboratories where this question is being studied and have expressed their willingness to co-operate with the health authorities and to adopt any suggestions that may promise greater safeguards for the public health.

Passes for the Foreign Delegates, International Railway Congress.

Special souvenir passes have been printed for the foreign delegates of the International Railway Congress, which will meet in Washington next month. These passes are neat books of vest pocket size and are good for the transportation of the delegates and their families over all American lines of railroad which are members of the International Railway Congress. Instructions are printed in both French and English and a complete list of roads over which the passes are good is included in the information.

PURE CAR AIR IS CRY**Health Officers of Many States
in Crusade for Better
Ventilation.****DISEASE SPREAD IN COACH****Successful Experiments Point
the Way to Remedy by Use
of Simple Devices.****(SPECIAL TO THE RECORD-HERALD.)**

WASHINGTON, April 8.—Following the recent report of Surgeon General Wyman of the Marine Hospital service, there has been a veritable crusade by health boards throughout the country for better ventilation of street and railway passenger cars.

Texas was the first state to take active steps in this direction, and under a recently enacted law the Texas health officer has direct supervision over the ventilation and sanitation of all cars used in the transportation of passengers in that state, and very rigid regulations have been promulgated.

Health officers who have made a study of the matter hold that next to cleanliness in the cars proper ventilation is the subject most needing attention at this time.

TUBERCULOSIS IS SPREAD.

Tuberculosis is now universally regarded as one of the most deadly diseases the human system is heir to, and those who have investigated the subject most thoroughly maintain that this dread disease is spread over great sections of the country by means of the vitiated and infected air in passenger cars. Statistics are now being collected which, it is expected, will sustain this contention.

Thousands of persons suffer from the "white plague" long before they are aware that it is sapping their lives, and they travel back and forth through the country, throwing off with every breath the poisonous germs to be taken into the lungs and systems of fellow passengers not yet affected, while there is scarcely a train to certain sections that does not carry persons afflicted with tuberculosis and seeking another climate, scattering the seeds of disease throughout the country.

To check the spread of this and other diseases in railway cars is the work now before the health boards. They insist that railroad officials shall improve the ventilation of all cars used in the transportation of passengers, and of late the inquiry has been extended to the improved ventilation of cars devoted to carrying perishable food products, it being patent that such products are very readily inoculated by disease germs.

QUESTION IS OLD ONE.

The question of ventilation of passenger cars is no old one, at least as far as railroading itself, and the devices that have been patented number a score or more. Every traveler has felt the annoyance occasioned by the clouds of dust and cinders introduced into the car every time a window or door is opened, and yet he has craved a breath of fresh and pure air from the outside. So it was that the efforts of inventors turned toward solving the problem of introducing fresh air "hills excluding smoke, dust and cinders."

Prominent health officers have stated that the preservation of the health of the traveling public demands an entire change in the air in passenger cars at least once in every five or six minutes, and it would be much better if changed oftener than that. To effect this change without producing drafts has been the mooty problem engaging the attention of health officers, railroad authorities and inventors.

It is not only necessary to provide for the intaking of pure air from the outside, but at the same time for the expulsion of the foul or vitiated air. To accomplish this and not produce a draft that would be dangerous to the health of the passenger was not long since considered an impossibility, yet health officers insisted it must be done.

SUCCESS IN EXPERIMENTS.

This situation has led to many interesting experiments and tests, those by Dr. Walker, chief of the department of health of Brooklyn, being quite elaborate and successful. In his statement of the result of these tests, Dr. Walker said that when the car was filled with smoke, everything being closed, the ventilators were opened by his order, and the smoke was entirely displaced by fresh air in two and one-half minutes, without a particle of draft. In another test the air was completely changed in sixty seconds.

For his experiments Dr. Walker used a simple device designed by a noted English author named Taylor. Mr. Taylor, it is said, years ago contracted one of the African fevers and had a narrow escape from death. He attributed his slow recovery to the vitiated air which he breathed in the hut to which he was confined while ill, and made up his mind that he would make air and ventilation a life study, not for profit but as a "fad." Since then he has studied the question from the systems employed by the ancient Egyptians of ventilating the pyramids down to the elaborate equipments of the English house of parliament and the capitol at Washington.

SIMPLE DEVICE IS USED.

The device is very simple in its construction and operation. It consists of a double wing, which extends outward from the clear story of the car. On either side of the double wing is a separate ventilator. The openings are fitted with horizontal louvres, so tilted at the inner side as to cause the air received from the outside to be deflected toward the roof, thus avoiding a draft. The air striking the outer wings, disengaged cinders fall, while the smoke and steam rises so nothing but pure air is admitted into the car. The vitiated air is drawn outward by the strong suction behind the double wing.

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VENTILATION OF CARS.

The annoyance caused by lack of proper methods of ventilating railway passenger cars reaches its maximum during warm weather. If windows and doors are kept closed the temperature of the cars becomes intolerable; if they are opened the traveler's health is menaced by dust, his clothes are covered and his face and hands rendered grimy by dust and dirt, and he stands a good chance of having his eyes put out by cinders.

While the annoyance from lack of ventilation facilities is less in winter the industry to health is greater. Doors and windows are then kept closed. The air of the cars becomes foul and vitiated and more favorable to the propagation of microbes than to the well-being of men. There can be no question that railways spread epidemics. Diseases usually travel more quickly to places which are connected with the locality of their origin by rail than to places which are not, even though the latter are nearer. If more fresh air were admitted to cars many disease-bearing microbes would die en route.

Men have been working at the problem of car ventilation for many years. A successful ventilator must exclude cinders and dust and prevent drafts, and, at the same time, admit plenty of fresh air. Evidently no little ingenuity is required to invent a contrivance which will accomplish this. It is believed that an Englishman named Taylor has done so. He once came near dying of fever. Convinced that his slow recovery was due to bad air in the hut where he lay, he has devoted his life to studying the subject of ventilation. Dr. Walker, chief of the department of health of Brooklyn, has examined Taylor's invention and declares it meets requirements.

Surgeon General Wyman of the marine hospital service called attention forcibly, in a recent report, to the evils caused by bad air in cars. Since then the Texas legislature has passed a law which places the sanitation and ventilation of passenger cars under the supervision of the state health officer. Other states will probably follow Texas' example.

It is also proposed that congress shall take some action in regard to the matter. The railroads should adopt better means of ventilation without being prodded. They never have lost anything by providing for the comfort and convenience of their patrons; and they will lose nothing by taking some pains to safeguard their health.

This principle we deduce from a diligent perusal of the pamphlets which the railroad press bureaus are so readily lending in great numbers. The interests of a railroad and the interests of its patrons are identical. The patrons would like air. Therefore so would the railroad. No hygienist could be simpler or more straightforward, and we shall look forward to adequately ventilated cars as soon as a good mechanical ventilator has been perfected.

**MAN INJURED BY RECKS
FIRE FOLLOWS CRASH OF FAST
TRAINS ON SANTA FE.**

**Sleeping Cars Are Demolished and
With Mail Car Are Destroyed by
Blaze Started by Engine.**

Special Dispatch to The Inter Ocean.
KINSLEY, Kan., April 10.—Twenty or more passengers were injured but none killed by a collision of the Chicago express and California limited trains on the Atchison, Topeka & Santa Fe railway at 10 o'clock tonight. Both trains were east bound. No. 3, the Chicago express, was standing at the station, the rear of the train about 200 feet west of it at high speed.

The engine of the second train plowed into the last Pullman sleeper of the other, demolishing it. The cars in front also were badly damaged, and the limited's locomotive and part of that train wrecked.

Names of injured unknown.
The names of the injured cannot be learned tonight. The railroad officials put them all in a car and took them to the west end of the yards.

The rear car on No. 3 was a dead-end chair car. This was cut through from end to end by the heavy engine, and the Pullman ahead of this was thrown off the track. Both immediately took fire, and, with the chair and mail cars, were entirely consumed.

The engineer of No. 4 was uninjured, but the fireman was seriously hurt, as was also a porter on No. 3 and a cook on the limited. The collision was caused by the rear brakeman of No. 3 not going back to flag No. 4.

Will Try Single Berth Sleepers.
The Chicago, Milwaukee and St. Paul, which operates its own-sleeping cars, having started a reform in construction by lengthening the berths, so that a full grown man can lie in one straight, the Southern Indiana is building cars with lower berths only, which will be put into service as soon as the Chicago division is opened for passenger traffic.

Western Steel Car & Foundry Company announce that their new steel car plant at Hegewisch, Ill., will be completed and equipped ready for operation by June 1. The present output of this company is 40 wooden cars per day, no steel cars having heretofore been built. The new plant will have a capacity of 35 steel underframes per day and will give employment to about 500 additional men. The building is 500 feet long and 100 feet wide. The company already has on hand most of the machinery, but one air compressor and some shearing, punch and riveting machinery will be purchased. The building will be equipped with electric cranes and a full complement of working machinery. The installation of which will begin by the middle of May. The plant will cost approximately \$200,000.

**PULLMAN RATES ARE
REDUCED FOR BAKER.**

The Pullman Palace Car Co. gives notice that taking effect April 5, (yesterday) the standard car berth rate between Baker City and Portland will be \$2.50, instead of \$3.00 as heretofore and the tourist sleeping car rate \$1.25 instead of \$1.50. The rate between La Grande and Portland has been established at \$2 standard and \$1 tourist. This reduction in rates has been made voluntarily by the Pullman Company through the information furnished by General Passenger Agent A. L. Craig of the O. R. & N. Co., whose attention was called to some slight discrepancies in these rates compared with other territory similarly served.

It is with much satisfaction that these changes are noted as they demonstrate thoroughly that the O. R. & N. Company and the Pullman officials in Oregon have an interest in the patrons of the line. Even the corporations which are sometimes maligned have feelings as well as individuals and take pleasure in doing things in the right way when they are not hounded to death by cranks and revolutionists in any particular territory. Baker City business men and merchants and the La Grande business men generally, as well as the larger farmers and manufacturers in both communities, in the main treated the transportation companies fairly and in reciprocal manner and have always received good pro quod.

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VENTILATION OF CARS.

The annoyance caused by lack of proper methods of ventilating railway passenger cars reaches its maximum during warm weather. If windows and doors are kept closed the temperature of the cars becomes intolerable; if they are opened the traveler's health is menaced by drafts, his clothes are covered and his face and hands rendered gray by dust and dirt, and he stands a good chance of having his eyes put out by cinders.

While the annoyance from lack of ventilation facilities is less in winter the injury to health is greater. Doors and windows are then kept closed. The air of the cars becomes foul and vitiated and more favorable to the propagation of microbes than to the well-being of men. There can be no question that railways spread epidemics. Diseases usually travel more quickly to places which are connected with the locality of their origin by rail than to places which are not, even though the latter are nearer. If more fresh air were admitted to cars many disease-bearing microbes would die en route.

Men have been working at the problem of car ventilation for many years. A successful ventilator must exclude cinders and dust and prevent drafts, and, at the same time, admit plenty of fresh air. Evidently no little ingenuity is required to invent a contrivance which will accomplish this. It is believed that an Englishman named Taylor has done so. He once came near dying of fever. Convinced that his slow recovery was due to bad air in the hut where he lay, he has devoted his life to studying the subject of ventilation. Dr. Walker, chief of the department of health of Brooklyn, has examined Taylor's invention and declares it meets requirements.

Surgeon General Wyman of the marine hospital service called attention forcibly, in a recent report, to the evils caused by bad air in cars. Since then the Texas legislature has passed a law which places the sanitation and ventilation of passenger cars under the supervision of the state health officer. Other states will probably follow Texas' example.

It is also proposed that congress shall take some action in regard to the matter. The railroads should adopt better means of ventilation without being prodded. They never have lost anything by providing for the comfort and convenience of their patrons; and they will lose nothing by taking some pains to safeguard their health.

This principle we deduce from a diligent perusal of the pamphlets which the railroad press bureaus are nowadays issuing in great numbers. The interests of a railroad and the interests of its patrons are identical. The patrons would like air. Therefore so would the railroad. No sylogism could be simpler or more convincing, and we shall look forward to adequately ventilated cars as soon as a good mechanical ventilator has been perfected.

MANY INJURED IN WRECKS

FIRE FOLLOWS CRASH OF FAST TRAINS ON SANTA FE.

Sleeping Cars Are Demolished and With Mail Car Are Destroyed by Blast Started by Engine.

Special Dispatch to The Inter Ocean. KINSLEY, Kan., April 10.—Twenty or more passengers were injured but none killed by a collision of the Chicago express and California limited trains on the Atchison, Topeka & Santa Fe railway at 10 o'clock tonight. The engine of the train about 200 feet west of the rear of the train about 200 feet west of the building, when No. 4, the limited, crashed into it at high speed.

The engine of the second train plowed into the last Pullman sleeper of the other train, demolishing it. The cars in front also were badly damaged, and the limited's locomotive and part of that train wrecked.

Names of the injured cannot be learned tonight. The railroad officials put them all in a car and took them to the west end of the yards.

The rear car on No. 8 was a dead-end chair car. This was cut through from end to end by the heavy engine, and the Pullman ahead of this was thrown off the track. Both limited trains took fire, and, with the chair and mail cars, were entirely consumed.

The engineer of No. 4 was unharmed, but the fireman was seriously hurt, as was also a porter on No. 8 and a cook on the limited. The collision was caused by the rear brakeman of No. 8 not going back to flag No. 4.

Will Try Single Berth Sleepers.

The Chicago, Milwaukee and St. Paul, which operates its own sleeping cars, having started a reform in construction by lengthening the berths, so that a full grown man can lie in one straight, the Southern Indiana is building cars with lower berths only, which will be put into service as soon as the Chicago division is opened for passenger traffic.

Western Steel Car & Foundry Company announce that their new steel car plant at Hegewisch, Ill., will be completed and equipped ready for operation by June 1. The present output of this company is 40 wooden cars per day, no steel cars having heretofore been built. The new plant will have a capacity of 25 steel underframes per day and will give employment to about 500 additional men. The building is 500 feet long and 100 feet wide. The company already has on hand most of the machinery, but one air compressor and some shearing, punch and riveting machinery will be purchased. The building will be equipped with electric cranes and a full complement of working machinery. The installation of which will begin by the middle of May. The plant will cost approximately \$200,000.

PULLMAN RATES ARE

REDUCED FOR BAKER

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It is necessary to have some room for circulation, so the water can move and get to the heating surface.

A very important feature in caring for and maintaining tubes in a locomotive boiler is to always keep the space under the tubes washed clean. In order to do this successfully and well, the braces that go from the belly of the boiler to the tube sheet must leave as much opening as possible for circulation and the passage of scale down into the front water leg.

The best form of brace is the flat form that rivets to the bottom of the boiler, and has the portion of the brace that extends over the top of the front water leg round. I have seen these flat braces put in so that they were only 3/4 to 3/8 inch apart over the top of the water leg. This makes a convenient place for scale to bank and is bad construction.

LIGHTING, HEATING AND VENTILATION OF TRAINS.*

BY CHARLES B. DUDLEY, CHEMIST, PENNSYLVANIA RAILROAD.

Lighting.

The interval between the date of the last congress and the present one has not been marked in America, by any very noteworthy electrical lamps, carburated oil, compressed coal gas, compressed oil gas, electricity and acetylene gas have all been used. The tendency is clearly toward an increase in the use of compressed oil gas. Candles and oil lamps are regarded as a supply of emergency light, the former only being used as an emergency light. The carburated system using a gas which is produced as a by-product from the air the petroleum product, known as "88 degree gasoline." The absorbent material being composed of a metal receptacle containing a heavy material being composed of asbestos saturated with water. This system is "carburated" and situated on top of the car, which system was developed about 1890. This system is not a very economical or extremely valuable system on branch lines, so situated that a storage of compressed gas will be required, and the amount of gas in each of a few of the larger rods, in enabling the equipment to be charged, if it becomes necessary for charging with compressed gas. These rods and where the local facilities for handling very large crowds to one terminal or another are not sufficient to supply the cars so massed with light. The strong point of the carburated system is lower service between recharging than is required, not being necessary to recharge with gasoline oftener than once in 10 days. As the cars are being recharged with compressed gas, the same lamps that are used in burning compressed coal gas. The carburated system during the past few years has been fitted with the control of, and is furnished when desired, by the Safety Car Heating & Lighting Co. This system is a very simple and economical one.

The use of compressed oil gas for car lighting is apparently passing out of prominence. Coal gas seems condemnably slow of illuminating power by compression, and this, with the small amount of the system. The Pennsylvania Railroad has hardly desirable to perpetuate the use of compressed oil gas for car lighting. This system was developed by the inventor, who has been successful in securing the largest consumer of compressed coal gas for car lighting, has recently issued over to the Westinghouse Electric Co. for the same purpose. Fortunately, the same lamps and equipment that have been used with compressed coal gas are equally available for the compressed oil gas, the only difference being that the cock regulating the flow of gas to the burners is not opened quite so widely with oil gas as with coal gas, the relative consumption of the two gases being about as nearly as one to two. In the closets, of course, a change in gas by means of acetylene, but nothing delicate and practical. Burners is essential. Furthermore, some experimental work has been carried on with the idea in mind of increasing the richness of coal gas by means of acetylene, but nothing delicate and practical.

As far as information can be obtained, all experiments of this kind have been abandoned. Experiments have been carried on during the past two or three years looking toward the use of coal dust in the consumption of the gas with Westinghouse mantles. This has proved well known, and it has seemed probable that if the Westinghouse mantle could be successfully employed on cars, it might be possible to continue the use of coal gas as a source of car lighting. These experiments are not yet completed, but it is not possible at the present time to say whether the scheme will prove a success or not. The present experiments are not yet completed, but it is not possible at the present time to say whether the scheme will prove a success or not. The present experiments are not yet completed, but it is not possible at the present time to say whether the scheme will prove a success or not.

As has already been mentioned, there is still a much larger use of compressed oil gas. With the multiplication of works to make this gas at different points, it is undoubtedly a much larger supply of rich compressed oil gas than all important terminals. It seems little reason to suppose that oil gas will not be the most profitable source of illumination for some time. It is undoubtedly true, however, that the oil gas made in America from petroleum is much cheaper than that made in other countries. This fact, and that it is an admirable means of car lighting, favor the control of the Safety Car Heating & Lighting Company. This fact, and that it is an admirable means of car lighting, favor the control of the Safety Car Heating & Lighting Company. This fact, and that it is an admirable means of car lighting, favor the control of the Safety Car Heating & Lighting Company.

With oil gas under the control of that company. In order to make the system still more available, the practice so common in Europe of transmitting under pressure to where it is needed is made use of. It will be readily understood that where it is needed is made use of. It will be readily understood that where it is needed is made use of. It will be readily understood that where it is needed is made use of.

The use of electricity for car lighting has not made very much progress. Some trains are now lighted by electricity, but the expense is very high. The use of electricity for car lighting has not made very much progress. Some trains are now lighted by electricity, but the expense is very high. The use of electricity for car lighting has not made very much progress. Some trains are now lighted by electricity, but the expense is very high.

Also on some roads, cars are lighted by electricity from storage battery plants being in use, the first consisting in taking out of the batteries, which are exhausted, and replacing them with electric power. The other plan is to take the cars with storage batteries of considerable capacity, and charge the batteries on the car while it remains at the terminal, the runs of the cars, it being so arranged that there will be a lay over at the terminal, with satisfaction, and but for the rather rapid deterioration of the electric arcs, would seem to be entirely available for those who think that it is the best means of car lighting. The general belief seems to be that electricity is somewhat more expensive than compressed gas.

Furthermore, considerable experimental work has been done, and it is not probable that the use of electricity for car lighting is not the plan being to locate the storage battery electric system on each car with a storage battery sufficient to act as an equalizer and generator is generated that the locomotive will be available, and has already been described. This work is in the hands of the General Electric Co. and is being carried out under the supervision of Mr. Schuchow, who is to be in condition available for use, although the difficulties which may arise in actual use of this system, or as to the practicalities which may arise in actual use of this system, or as to the practicalities which may arise in actual use of this system.

The attempt to use electricity, a number of systems have been explored, with various results. The current generated in the axle of the car. A number of these systems have been brought forward, but the results have not been very satisfactory. The attempt to use electricity, a number of systems have been explored, with various results. The current generated in the axle of the car. A number of these systems have been brought forward, but the results have not been very satisfactory. The attempt to use electricity, a number of systems have been explored, with various results. The current generated in the axle of the car. A number of these systems have been brought forward, but the results have not been very satisfactory.

The Blaes system has an extremely ingenious device for obtaining the results desired. A small motor with two small dynamo armatures is rotated by the main motor, which is connected with the generator. These small dynamo sets so connected with the field circuit. The generator armature with the lamp, and the other with the motor. In operation, as the speed of the train increases, the motor armature is held that the electro-motive force, so weakens the field, and the electro-motive force, so weakens the field, and the electro-motive force, so weakens the field.

The tender of the locomotive, a generator sufficiently large to furnish the energy for the whole train. Each car in the train will have a storage battery and a Bucker. It is probable, however, that it will be some time before this plan is put into use. Each car in the train will have a storage battery and a Bucker. It is probable, however, that it will be some time before this plan is put into use. Each car in the train will have a storage battery and a Bucker. It is probable, however, that it will be some time before this plan is put into use.

*Abstract of a report to be presented at the seventh session of the International Railway Congress to be held in Washington in May, 1905, and published in the "Congress of the Railway" January, 1905.

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acetylene per car per hour makes high pressures unnecessary, long service being obtained with low pressure. It is well known that acetylene dissociates explosively when heated to a certain temperature, and it is well known that the same would be true of a cylinder, when heated, as might happen from an accident on a railroad train, does not make sense to operate with a cylinder which would be the case with coal gas or with a steam boiler, but when a certain temperature is reached the acetylene dissociates explosively and with violent destructiveness, which has retarded the common use of acetylene in the same manner that coal gas or oil gas is used. The Canadian Pacific has made many years ago a considerable quantity of compressed this gas into cylinders and heating it, proper precautions being taken, and it has since obtained a considerable amount of experience. These experiments resulted in an attempt to render safe the cylinders holding compressed acetylene gas by putting in fusible plugs, which would melt and thus escape before the exploding point was reached. The system was perfected by Mr. Max Toits and Mr. L. Lipschultz. So far as information we can obtain is concerned, there are only two roads in America which are using neat acetylene compressors, the Great Northern Railway and the Canadian Pacific Railway and the Great Northern Railway Line.

The three means of utilizing acetylene gas for car lighting is under the control in this country of the Commercial Acetylene Company, 80 Broadway, New York City. The illuminant is neat acetylene gas contained in storage cylinders which are filled with disks of absorbent material, containing a percentage of acetone, the method of storage being the well known one devised by Claude and Hess. The very interesting discovery by those two French gentlemen, that the volume of acetylene contained in any given space could be enormously increased by the presence of the proper percentage of acetone, given to this system apparently very great possibilities, together with, it is believed, greater safety than can be obtained in any other way, in using acetylene gas for car lighting. It is quite demonstrable that an ordinary passenger coach fitted with two storage cylinders of the size in common use with oil gas will contain enough illuminant to light a car in ordinary service for two to three months between chargings, and that, too, without dealing with any unduly high pressures in the storage cylinders. The system is in use on trial on a number of cars in the United States. The exact results with regard to this system are the possible behavior of the cylinders in a fire, if such should happen, and the cost of the system. The acetylene for use, in view of the uncertainties connected with the generation of acetylene, it hardly seems advisable for the railroads themselves to undertake and it is almost impossible to give any reliable data as to the relative costs of the different systems of car lighting. It is not possible to enter into the question of cost, which differ in different parts of the country, and in the United States, it is not possible to give any experimental, and consequently do not have ascertained costs for various items that any attempt to compare different systems as to cost would be not only highly unreliable, but also very unprofitable, for very much better estimates of comparative costs can be made a few years later when more extensive studies have been made. In progress shall have been concluded, and definite results obtained. It seems probable that the relative dealing with the comparative costs of the different systems of car lighting might be extremely desirable.

Heating.

No surprising or remarkable developments in the heating of trains in America have been characteristic of the interval since the last congress. The principal changes in the means employed, perhaps the item most worthy of note which has occurred in the interval is the abandonment of the two-pipe system, and the adoption of the one-pipe system in its stead. The two-pipe or return system, as it is well known, aims to return the water condensed from the steam employed in heating the train to the locomotive tank, one pipe carrying the steam to the cars throughout the train, and the other pipe returning the water from the condensed steam, after the steam has passed through the radiators and warmed the car. While the system seemed ideal in many respects, especially in not allowing the water from the condensed steam to fall upon the track and in stations, and in utilizing the cars to be warmed with much and lower pressure steam, the difficulties in the way of securing this result were found to be so great, and the expense of change has been so great, and at present the single pipe carrying steam to the cars is in almost universal use. This course has necessitated the use of traps, and studies in connection with traps, and the use of pipe necessary to be used where long trains are involved, and especially studies in connection with the use of traps, and the use of pipe necessary to be used during the past few years.

There are still some unresolved problems in connection with the size of pipes, and especially in connection with the couplers. The desirable thing to accomplish, is, of course, to have all the cars of all railroads capable of interchanging, especially with the larger cars. Indeed, the simple car business of the country could hardly be successfully carried on, if the water-carrying wheels were interchangeable couplers. But in antagonism to this desirable feature, it is found that those portions of the country where the winter is so severe do not, for economical reasons, look favorably on large steam pipes and large couplers, and on the other hand, those railroads operating in more genial climates from economy, have been using small pipes and larger couplers. Moreover, the length of the train is an important element in the matter. Finally, as the size of pipe and size of coupler have become larger, the difficulty of getting the steam through by one means is to make the coupling, and that will not cooperate with any great rapidity side by side, and the result is more and more pronounced. The use of larger grades of couplers is also receiving considerable attention, and it is constantly becoming more and more evident that for higher grades of couplers the use of the same has characterized the past is essential in order to secure satisfactory results. It is perhaps not too far from the truth to say that the most important part of the trap, with the pipes, and especially with the coupler, are not yet satisfactorily solved.

In this connection should be mentioned the experiments now in progress with an attempt at a coupler combining in one coupling used the pipes carried for signal purposes, and the air used in the air brake and the steam used for heating. The coupling head being carried by the same means as the pipes, and the pipes carrying the different substances being arranged vertically one above the other, and the steam being carried by the same means as the cars are coupled. Several parties are experimenting along similar lines, but apparently the most progress has been made by the West-Wholesale Automatic Coupler Company, Second Avenue, New York streets, Saint Louis, Mo. Quite a number of cars have been fitted

The Lipschultz-Toits system of fusible plugs as applied to cylinders of acetylene in United States Patent No. 633,946, dated September 26, 1899.

with this device on the Long Island Railroad, and the outlook for success seems very promising.

During the past four years a number of experiments have been made by the thermosists in steam heating, and the object being to have an appliance in the car connected with the steam supply, of such a nature that the car will take steam from the boiler, and the pressure gets below any designated point, and the steam supply will shut off when the temperature reaches a desired point. In evidence of the success of the attempt at automatic regulation, while a number of devices have been tried, it is perhaps fair to say that not one has been found to operate with any degree of certainty, by anything more than further experiment. The Baker heater system has in both respects a means of automatic regulation, and the steam is both heated and the heat is furnished by means of coal and also when the heat is furnished by steam. The various devices proposed, and the success of the attempt, have been so far from satisfactory as to come down to a single one, namely, the use of jackets surrounding the steam pipes, and the Baker heater system, which consists of a steam is fed, imparting its heat to the piping, and the condensed steam being allowed to escape from the jackets. By far the largest percentage of the heating cars in the United States are now so heated by means of steam.

Ventilation.

The American railway coast, from its form of construction and from the fact that it carries in a long, narrow space as many as 60 passenger coaches, is naturally a very hot and stuffy place, and accordingly few railway coaches for a long time have been built without some means of changing the air. At times this means has consisted simply in a deck shaft, which allowed the outside air to come in to replace the warm vitiated air, which passed out through the roof ventilators. At other times additional ventilators have been put on the decks of passenger cars to facilitate such change of air, and it was the practice for a long time on a number of roads, air was taken in through the rear window, and the outside air was the stove before it was admitted into the car, the vitiated air being taken out through the ventilators in the roof, or through deck shafts. This form, known as the Spear stove system of ventilation, was fairly satisfactory. The air was distributed after leaving the car throughout the whole length of the car by means of boxing, with air near the openings, the boxing being located along both sides of the car through the floor. Also numerous devices have been made to admit and exhaust windows, or again in place of the deck shaft, to admit and exhaust air from a lower level than the deck shaft, and it is not possible to say that no so exhaustive study of the problem of car ventilation has been made in this country, as has that which has been carried on the Pennsylvania Railroad during the last few years. It is not possible to say that it is well believed to be a fairly successful system of car ventilation. It is not claimed that the problem of car ventilation has not heretofore received much study, nor that it perhaps is now being studied more than ever before, but it is not possible to claim that the results obtained are a decided step forward.

EXPRESS PARCELS.

BY J. H. BRADLEY, GENERAL TRAFFIC MANAGER, AMERICAN EXPRESS COMPANY.

It was evidently contemplated that the conclusions reached should be obtained from extensive inquiry as to the causes which have led to an increase in losses of money and valuables, and in detention, and in losses and damage to merchandise in the way of express, and has been taken to prevent their recurrence; also that these inquiries would be confined to the experience of the express companies of the United States and Canada, but that they should be extended to all companies represented in the International Railway Congress and transacting a like character of business throughout the world, and in the world.

In proceeding with this investigation I have been influenced in a great measure by the belief that the express business as carried on in the United States of America and in the Dominion of Canada does not exist in any other part of the world; and that the conditions prevailing in this country have not been present in other countries, and that to which my inquiries have been extended; and that the distinctive part of commercial traffic existing and known on the North American continent as the express business was, in other countries of the world, in a form of business never known.

First.—That portion of the business which is transported in charge of merchandise goods on passenger trains.

Second.—That part of the business which is handled under what we might, in order to give it a plain division, designate as the parcel post business, which is handled separately.

Third.—That part of the business transacted by establishments engaged in the bulk forwarding of goods, the collection of shipments from various shippers in one place combined to various different consignees, which are forwarded in bulk consigned to the recipient of the goods, and the bulk consignees, the shipments there being distributed to the various consignees. Fourth.—That part of the business which is handled in consignments which are termed forwarders, these parties being in some instances engaged in the business of forwarding, and the shipper employs to perfect the shipment, and in some instances, also for the reception of the shipment, and the means of transportation, and the means of other the forwarder to the consignee, and that many of the so called forwarders assume the liability for injury that may result to the shipment or transaction, excepting in cases where the goods are forwarded by advance.

Fifth.—That part of the express business that is accepted and forwarded by the railroad companies with the regular freight train traffic.

The transportation and insuring of shipments of currency, gold and silver coin bullion, valuables and securities have not been an important factor in the transaction of the express business in other countries, and the transmission of the larger shipments has been effected by the means of transportation, and the means of other the shippers or by means of exchange, which have not been possible in this same manner, or by means of exchange, which have not been possible by some other means than through the railroad companies. The

For a description of this system of heating and ventilating passenger cars see The Railway Age, November 11, 1904.

An abstract of a report to be presented this coming season of the International Railway Congress, to be held in Washington, is published in the Bulletin of the congress, January,

P666B

The New Morrison Storage Battery.

One of the chief difficulties encountered in the operation of storage batteries of the lead type has been the tendency of the active material to disintegrate and fall to the bottom of the cell, thus resulting not only in the deterioration but in the short-circuiting of the plates. This difficulty throughout the development of the storage battery has always confronted the designer as one of great importance. Many methods to eradicate the evil have been tried, such as treating the active material by various processes to harden it, applying it mechanically under great pressure, etc., which only result in the hardening of the material and making it the more nervous to the penetration of the electrolyte and



Fig. 1. View of Battery Element.

cases and without accomplishing the desired result. It is evident, therefore, that if a method is devised in which a maximum quantity of active material is held in place at all times during the charge and discharge so that no part of it is dislodged and separated from its support and yet affords a free penetration of the electrolyte and gases, a great advance has been made in the production of a long-lived and efficient battery.

Illustrated herewith is a new storage-battery cell which is a product of the inventive genius of William Morrison of Chicago, who is well known as an inventor and who has heretofore done much research work in the storage-battery line. It is claimed for the Morrison battery and the two strongest reasons made for it are that the plate is so strong, electrically and mechanically, that no amount of electrical abuse or of vibration in traction service can dislodge even the slightest particle of its active material, and also that the weight efficiency, calculated conservatively from a series of tests made by Foré Bain, consulting engineer and patent expert of Chicago, is 14 watts per pound total weight. In point of mechanical strength the plates are so constructed that breakage or buckling is apparently impossible.

The following description of the battery will be made clear by inspection of the accompanying cuts: Fig. 1 is a view of a battery element, the close the electrodes and their connections. Fig. 2 is a side elevation of a complete electrode. Fig. 3 is a view showing a plate section (4) for holding the active material, also a similar solid section (5) which serves as the bottom of a completed plate.

Fig. 4 is a view showing several numbered parts which are as follows: Those numbered (2) are porous retainers; (1) is the solid section for the top of the plate; (4) is a plate section filled with active material, and (3) is an apertured or grooved retaining strip. The side supporting members are fused on, forming a solid rigid construction.

The method of assembling the different parts of the element is as follows: First, the solid bottom conducting support, shown at (5) in Fig. 3, is laid down, and upon this is placed an apertured or grooved retaining strip, shown at (3) in Fig. 4. Then a porous retainer is next laid upon the apertured retainer; then a plate section bearing the active material; then a porous retainer; then an apertured retainer, and so on, until the plate is completely built up and the top conducting support (1), Fig. 4, is put in place. When these various parts have been assembled the conducting side supports marked (6) in Fig. 2 are secured to the top and bottom conducting supports, thus securely binding and holding the various parts together and forming one complete electrode, as shown in Fig. 2. The plates may then be arranged in the cells in the usual manner.

From the foregoing description it is evident that an electrode or plate is provided for the battery in which the material to become active is applied to and within the receptacles or openings in the plate sections, the exposed faces of the active material being opposite to each other in the constructed plate. These faces or surfaces are completely covered or enclosed by means of the porous retainers, which are held firmly and securely in place against the faces of the material by the apertured or grooved retainers, which permit free

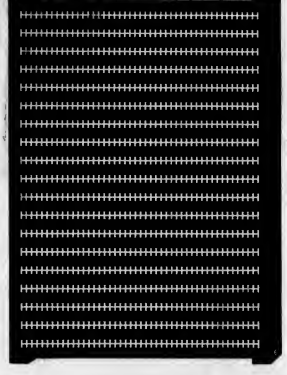


Fig. 2. Complete Electrode.

circulation of the solution and the gases. The plate sections themselves firmly hold the porous retainers and the apertured retainer holding members between them, all of the plate sections in each complete electrode being electrically connected and of the same polarity.

It is clearly apparent that the electrode provides means whereby the active material is completely and entirely enclosed in each plate section. This is accomplished by means of the porous retainers and the metallic sides of the plate sections. The porous retainers cover the exposed surface of the active material adjacent to the opposite plate section in each electrode, and the metallic sides of the plate sections are opposite to the adjacent electrode in a complete battery element. The porous retainers permit free circulation of the gases



FIG. 3. PLATE AND SOLID SECTION OF MORRISON BATTERY ELECTRODE.

and solution to and from the active material and completely prevent any escape of the active material from its position within the plate sections. The apertured retainer holding members, provided as they are with a multiplicity of grooves, present openings directly for the passage of the solution and gases to and from the porous retainers to permit free circulation.

By this construction the porous retainers are held

at all points against the surface of the exposed active material.

The active material of each plate section facing one another is enclosed on that side by the porous retainers and on the other side by the metallic edge of the plate sections which become a part of the surface or side of the completed electrode facing the opposite electrodes of the element. Thus no portion of the active material is left exposed, the faces of the active material opposite each other in the completed electrode are covered by the porous retainers, which are held between and by the plate sections, thereby providing an efficient means for holding the porous retainers in place against the surfaces of the active material and thus absolutely preventing the escape of any of the active material.

The battery which has been described is manu-

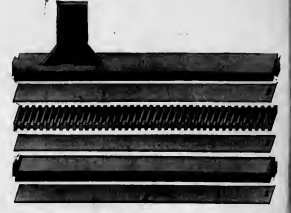


FIG. 4. DETAILS OF MORRISON BATTERY PLATE.

factured by the Universal Electric Storage Battery Company, a corporation organized under the laws of the state of Delaware and having offices in suite 1355 Railway Exchange, Chicago and its factory at 472-478 Carroll Avenue in the same city. Mr. A. F. Callahan, the president of this company, was one of the vice-presidents of the United States, Cast Iron Pipe and Foundry Company from the time of its formation until September 1, 1904. The secretary and treasurer is Mr. J. S. Burnet. Mr. William Morrison, the inventor of the Morrison battery, is acting as electrical engineer of the company, and the batteries are made under his direction.

WESTERN ELECTRICIAN
APRIL, 15, 1905

The New Morrison Storage Battery.

One of the chief difficulties encountered in the operation of storage batteries of the lead type has been the tendency of the active material to disintegrate and fall to the bottom of the cell, thus resulting not only in the deterioration but in the short-circuiting of the plates. This difficulty throughout the development of the storage battery has always confronted the designer as one of great importance. Many methods to eradicate the evil have been tried, such as treating the active material by various processes to harden it, applying it mechanically under great pressure, etc., which only result in the hardening of the material and making it the more impervious to the penetration of the electrolyte and



Fig. 1. View of Battery Element.

Fig. 4 is a view showing several numbered parts which are as follows: Those numbered (2) are porous retainers; (1) is the solid section for the top of the plate; (4) is a plate section filled with active material, and (3) is an apertured or grooved retaining strip. The side supporting members are fused on, forming a solid rigid construction.

The method of assembling the different parts of the element is as follows: First, the solid bottom conducting support, shown at (5) in Fig. 3, is laid down, and upon this is placed an apertured or grooved retaining strip, shown at (3) in Fig. 4. Then a porous retainer is next laid upon the apertured retainer; then a plate section bearing the active material; then a porous retainer; then an apertured retainer, and so on, until the plate is completely built up and the top conducting support (1), Fig. 4, is put in place. When these various parts have been assembled the conducting side supports marked (6) in Fig. 2 are secured to the top and bottom conducting supports, thus securely binding and holding the various parts together and forming one complete electrode, as shown in Fig. 2. The plates may then be arranged in the cells in the usual manner.

From the foregoing description it is evident that an electrode on plate is provided for the battery in which the material to become active is applied to and within the receptacles or openings in the plate sections, the exposed faces of the active material being opposite to each other in the constructed plate. These faces or surfaces are completely covered or enclosed by means of the porous retainers, which are held firmly and securely in place against the faces of the material by the apertured or grooved retainers, which permit free

at all points against the surface of the exposed active material.

The active material of each plate section facing one another is enclosed on that side by the porous retainers and on the other side by the metallic edge of the plate sections which become a part of the surface or side of the completed electrode facing the opposite electrodes of the element. Thus no portion of the active material is left exposed, the faces of the active material opposite each other in the completed electrode are covered by the porous retainers, which are held between and by the plate sections, thereby providing an efficient means for holding the porous retainers in place against the surfaces of the active material and thus absolutely preventing the escape of any of the active material.

The battery which has been described is manu-

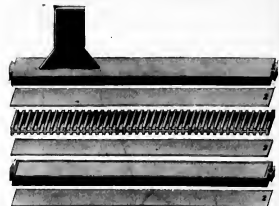


FIG. 4. DETAILS OF MORRISON BATTERY PLATE.

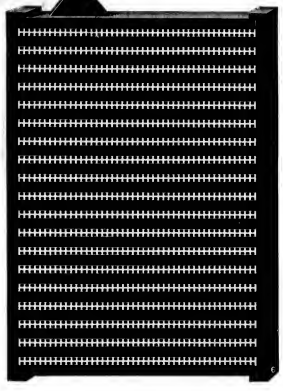


Fig. 2. Complete Electrode.

THE NEW MORRISON

STORAGE BATTERY.

circulation of the solution and the gases. The plate sections themselves firmly hold the porous retainer and the apertured retainer holding members between them, all of the plate sections in each complete electrode being electrically connected and of the same polarity.

It is clearly apparent that the electrode provides means whereby the active material is completely and entirely enclosed in each plate section. This is accomplished by means of the porous retainers and the metallic sides of the plate sections. The porous retainers cover the exposed surface of the active material adjacent to the opposite plate section in each electrode, and the metallic sides of the plate sections are opposite to the adjacent electrode in a complete battery element. The porous retainers permit free circulation of the gases

and without accomplishing the desired result. It is evident, therefore, that if a method is devised in which a maximum quantity of active material is held in place at all times during the charge and discharge so that no part of it is dislodged and separated from its support and yet affords a free penetration of the electrolyte and gases, a great advance has been made in the production of a long-lived and efficient battery.

Illustrated herewith is a new storage-battery cell which is a product of the inventive genius of William Morrison of Chicago, who is well known as an inventor and who has heretofore done much research work in the storage-battery line. It is claimed made for it are that the plate is so strong, electrically and mechanically, that no amount of electrical abuse or of vibration in traction service will dislodge even the slightest particle of its active material, and also that the weight efficiency, calculated conservatively from a series of tests made by Forcé Bain, consulting engineer and patent expert of Chicago, is 14 watts per pound total weight. In point of mechanical strength the plates are so constructed that breakage or buckling is apparently impossible.

The following description of the battery will be made clear by inspection of the accompanying cuts: Fig. 1 is a view of a battery element, the cell of which has been partly broken away to disclose the electrodes and their connections. Fig. 2 is a side elevation of a complete electrode. Fig. 3 is a view showing a plate section (4) for holding the active material, also a similar solid section (5) which serves as the bottom of a completed plate.



FIG. 3. PLATE AND SOLID SECTION OF MORRISON BATTERY ELECTRODE.

and solution to and from the active material and completely prevent any escape of the active material from its position within the plate sections. The apertured retainer holding members, provided as they are with a multiplicity of grooves, present openings directly for the passage of the solution and gases to and from the porous retainers to permit free circulation.

By this construction the porous retainers are held

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Envelope
Foldout
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Copy of Editorial which appeared in Western Electrician, April 15, 1906

THE NEW "MORRISON" STORAGE BATTERY.

One of the chief difficulties encountered in the operation of storage batteries of the lead type has been the tendency of the active material to disintegrate and fall to the bottom of the cell, thus resulting not only in the deterioration but in the short-circuiting of the plates. This difficulty through-out the development of the storage battery has always confronted the designer as one of great importance. Many methods to eradicate the cell have been tried, such as treating the active material by various processes to harden it, applying it mechanically under great pressure, etc., which only result in the hardening of the material and making it more impervious to the penetration of the electrolyte and gases and without accomplishing the desired result.



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Illustrated herewith is a new storage-battery cell which is a product of the inventive genius of William Morrison of Chicago, who is well known as an inventor and who has heretofore done much research work in the storage-battery line. It is called the Morrison battery and the two strongest claims made for it are that the plate is so strong, electrically and mechanically, that so amount of electrical abuse or vibration in traction service can be done as even the slightest particle of its active material, and also that the weight efficiency, calculated conservatively from a series of tests made by Force Hain, consulting engineer and patent expert of Chicago, is 14 watts per pound total weight. In point of mechanical strength the plates are so constructed that breakage or bucking is apparently impossible.

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The method of assembling the different parts of the element is as follows: First, the solid bottom conducting support, shown at (5) in Fig. 2, is laid down, and upon this is placed an apertured or grooved retaining strip, shown at (3) in Fig. 4. Then a porous retainer is next laid upon the apertured retainer, then a plate section bearing the active material; then a porous retainer; then an apertured retainer; and so on, until the plate is completely built up and the top conducting support (1), Fig. 4, is put in place. When these various parts have been assembled the conducting and bottom conducting supports, thus securely holding and arranged in the cells in the usual manner.

From the foregoing description it is evident that an electrode or plate is provided for the battery in which the material to become active is applied to and within the recesses or openings in the plate sections, the exposed faces of the active material being opposite to each other in the constructed plate. These faces or surfaces are completely covered or enclosed by means of the porous retainers, which

the material by the apertured or grooved retainers, which permit free circulation of the solution and the gases. The plate sections themselves firmly hold the porous retainers and the apertured retainer holding members between them, all of the plate sections in each complete electrode being electrically connected and of the same polarity.

It is clearly apparent that the electrode provides means whereby the active material is completely and entirely enclosed in each plate section. This is accomplished by means of the porous retainers and the metallic sides of the plate sections. The porous retainers cover the exposed surface



FIG. 3. PLATE AND SOLID SECTION OF MORRISON BATTERY ELEMENT.

of the active material adjacent to the opposite plate section in each electrode, and the metallic sides of the plate sections are opposite to the adjacent electrode in a complete battery element. The porous retainers permit free circulation of the gases and solution to and from the active material and completely prevent any escape of the active material from its position within the plate sections. The apertured retainer holding members, provided as they are with a multiplicity of grooves, present openings directly for the passage of the solution and gases to and from the porous retainers to permit free circulation.

By this construction the porous retainers are held at all points against the surface of the exposed active material. The active material of each plate section facing one another is enclosed on that side by the porous retainers and on the other side by the metallic edge of the plate sections which become a part of the surface or side of the complete electrode facing the opposite electrodes of the element. Thus no portion of the active material is left exposed, the faces of the active material opposite each other in the completed electrode are covered by the porous retainers, which are held between and by the plate sections, thereby providing an efficient means for holding the porous retainers in place against the surfaces of the active material and absolutely preventing the escape of any of the active material.

The battery which has been described is manufactured by the Universal Electric Storage Battery Company, a corporation organized under the laws of the state of Delaware and having offices in suite 1315 Railway Exchange, Chicago, and its factory at 36-38 Union Park Place in the same city. H. A. Morrison, the president of the company, was one of the vice-presidents of the United States Cast Iron Pipe and Foundry Company from the time of its formation until September 1, 1904. The secretary and treasurer is W. H. Morrison, Jr., and the general manager, inventor of the Morrison battery, is acting as electrical engineer of the company, and the batteries are made under his direction.

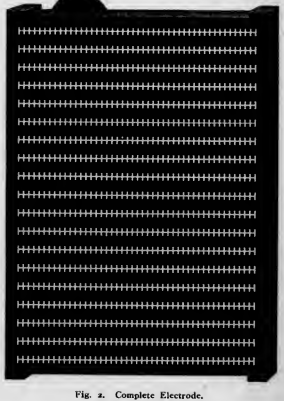


Fig. 2. Complete Electrode.

THE NEW MORRISON STORAGE BATTERY.

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FIG. 4. DETAILS OF MORRISON BATTERY PLATE.

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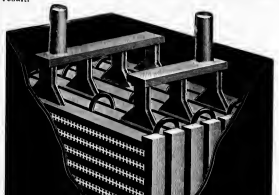


Fig. 1. View of Battery Element.

It is evident, therefore, that if a method is devised in which a maximum quantity of active material is held in place at all times during the charge and discharge so that no part of it is dislodged and separated from its support and yet affords a free penetration of the electrolyte and gases, a great advance has been made in the production of a long-lived and efficient battery.

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From the foregoing description it is evident that an electrode or plate is provided for the battery in which the material to become active is applied to and within the receptacle or openings in the plate sections, the exposed faces of the active material being opposite to each other in the contracted faces of the plate. These faces or surfaces are completely covered or enclosed by means of the porous retainers, which

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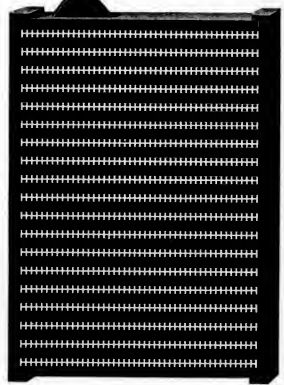


Fig. 2. Complete Electrode.

THE NEW MORRISON STORAGE BATTERY.

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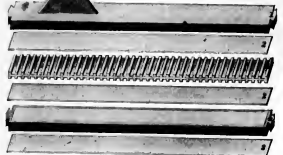


FIG. 4. DETAILS OF MORRISON BATTERY PLATE.

EVE. POST
APRIL, 23, 1905

B. & O. ROAD HEAVILY MULCTED

Condemnation Proceedings Raise Suit for Property Damages

(Associated Press Telegram)
PITTSBURGH, Pa., April 22.—In the suit of Elizabeth Davidson and others against the Pittsburg and Conellsville railroad, leased and operated by the Baltimore and Ohio railroad, the jury today brought in a verdict for \$27,481. The plaintiffs claimed damages to the amount of \$1,500,000 for property in the Second avenue district, which was taken by condemnation proceedings by the railroad company.

CHRONICLE
APRIL, 26, 1905

HARRIMAN RULES NEW LINE

Los Angeles and Salt Lake Road Connects Join It With That System.

LOS ANGELES, Cal., April 25.—When the new San Pedro, Los Angeles and Salt Lake railroad is formally opened for business Monday it will be done under signed contracts and agreements that will make it as essentially and primarily a part of the Harriman system of railroads as any of the various lines that now compose that system. It is stated that while the control of the road is formally vested in two individuals—J. Ross Clark, vice president of the new road and personal representative of his brother, Senator W. A. Clark, and W. H. Bancroft, general manager of the Union Pacific and the personal representative of E. H. Harriman—there is in existence a formal signed agreement between the Harriman and Clark principals to the effect that Judge W. D. Cornish of Salt Lake City, first vice president of the Union Pacific, shall be the third member of this board and to him all matters of disagreement between the other members of the board shall be referred.

It is further stated that on June 13, 1903, there was signed in New York city by E. H. Harriman, as party of the first part, and W. A. Clark, as party of the second part, a formal agreement by which it was agreed for a term of ninety-nine years practically to combine the interests of the Salt Lake railroad and the Harriman system in all matters of policy affecting both lines.

Among other alleged mutual agreements of this contract it is stipulated and promised on the part of the Harriman system that neither the Union Pacific nor the Oregon Short Line shall, during the life of the contract, build any road in opposition to the San Pedro, Los Angeles and Salt Lake line and there shall be a complete interchange of passenger and freight traffic to and from the Salt Lake road at the Salt Lake terminus, the latter agreeing in return to divert all business from its line to the Harriman system as against all competitors.

The Clark road agrees in this covenant to establish the same freight and passenger rates on its line as are in force throughout the Harriman system in Utah and southern California.

It is further claimed that the visit of Senator Clark and other prominent representatives of both the Clark road and the Harriman system to Los Angeles at the present time is for the purpose of "further consummation" of the covenant between the two lines.

EVE. POST
APRIL, 29, 1905

EDUCATORS IN A WRECK.

R. C. OGDEN PARTY SUFFERS.

Flagman and Three Negroes Killed, Professor Farnam of Yale Breaks Arm and St. Clair McKelway Is Among the Hurt.

GREENVILLE, S. C., April 29.—The special train bearing the Ogdens educational party on its southern trip ran into a switch engine at 7:50 o'clock this morning as it was entering the yards of the Southern Railway here. The engine of the special and several of the cars were derailed. The baggage and dining cars were telescoped and caught fire and the two dining cars were destroyed. A flagman and three negro employes on the dining cars were killed and several of the Ogdens party were injured. The dead:

CHARLES M. COOPE, flagman.
J. LITTLE, W. W. CUMMINGS and J. F. HAYNE, negro employes of the dining car.

MOST OF PARTY ASLEEP.

The train left Columbia at 3:30 this morning, and few of the party had arisen when the accident happened. Professor Henry W. Farnam of Yale University was seriously injured. His head was bruised and his arm broken. Mrs. Farnam was hurt on the shoulder and arm. In jumping Engineer Hunter broke his leg and arm. Dr. St. Clair McKelway of the Brooklyn Eagle, who was in the forward dining car, was pinioned under timbers, but, escaped injury except a wrench of the back. He was dragged from under a beam when the flames were near him and he was unconscious. R. M. Ogdens, secretary to R. C. Ogdens, broke his wrist, and Dr. Dreher of Roanoke College was bruised. Mrs. Thorpe, daughter of Longfellow, also was bruised. All of these passengers were in the forward dining car. Tourist Agent John F. McCoy was cut in the head.

OTHERS WHO ARE INJURED.

Other injured are:
W. C. KERSHAW, electrician, Jersey City; scalp wounds.

C. B. WILSON, dining car conductor; cuts over right eye.

D. R. ROHNS, dining car conductor; scalp wounds.

Dr. and Mrs. Farnam were taken to a hospital. A special train is being made up and the party will abandon its itinerary and return to New York.

Among the passengers on the train were Charles B. Aycock, former Governor of North Carolina; Dr. A. S. Draper, New York state commissioner of education; Dwight Kellogg, Rev. Dr. Arthur B. Kinsolving, Seth Low, former Mayor of New York City; Robert Treat Taine, George Foster Peabody and Bishop McVickar of Rhode Island.

EVE. POST
MAY, 1, 1905

The Pullman car company, replying to a complaint filed against it before the state board of railway commissioners of Kansas alleging excessive rates, declares that the Pullman company is not a common carrier and not under the jurisdiction of the road commissioners.

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MAY, 1, 1905

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a predetermined allowance of 1,500 lbs. unbraked weight per axle regardless of the weight of a car, this being preferable to an allowance of a certain percentage of the actual weight of the car to be left unbraked. He supported this argument by those recently made on an experimental train on the New York, Ontario and Western Railroad, in which the cars varied in weight from 45,000 to 103,000 lbs., the unusual variation being provided for by the proper use of 10, 12, 14 and 16-in.

A GREAT IMPROVEMENT IN CAR LIGHTING.

While important improvements have been made in the devices for illuminating passenger cars during the past few years, there is a demand from many quarters for more light under economical conditions. The Pintsch Company has now met this demand after two years of experimenting, and have placed in service a lamp of special design, which brings into

use a mantle of unique and original form or shape. This mantle is of an inverted type, about 1 in. in diameter, and is so arranged as to provide a suitable jet. The lamps are illustrated as applied to a Pullman sleeping car, and the mantles used, which give a soft, white light, are contained inside of the globes; the mantle and globe being so fixed together that they are fastened to the lamp proper by means of a screw socket as readily as an incandescent lamp can be put in place.

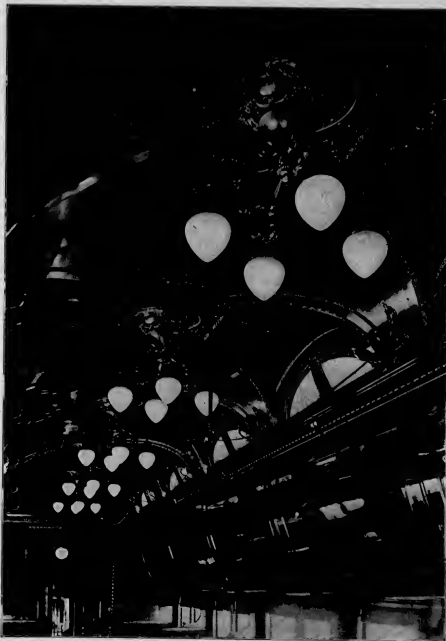
The results obtained can be appreciated when it is understood that the illumination given is 23 candles per foot of Pintsch gas used, or an efficiency of about three times that given by the present standard Pintsch lamp for the same consumption of gas, and actual service tests indicate that the life of the mantle is at least three months. The ease of renewing the mantles, the absolutely smokeless flame and the cleanliness insured add to the list of advantages which should be mentioned. The simplicity, efficiency and economy of the Pintsch system are retained in using this light, and in cases where it is decided to adopt the new light a very important saving would be made, because the lighting equipment as now used on the majority of cars throughout the country is available, and only the small cost of renewing the lamp fixtures is involved.

As the working parts of the lamp are simple and compact, the ornamental features will not be limited thereby, and as the illustration shows, the lamp can be made to enter largely into the decorative scheme of the car.

The further extension of supply stations of the Pintsch Company during the last year makes the gas available in all parts of the United States, Canada and Mexico, and at places where only a small supply is required the policy of the company is to furnish transport holders to be placed on flat cars running to the gas plants for charging.

BALTIMORE & OHIO WATER SERVICE.

The Baltimore & Ohio Railroad is making extensive improvements in the supply of water for use in its locomotives. President Murray has recently authorized improvements on the line of the system between Connellsville and Pittsburg, which includes the establishing of water treating plants at Emblem and Glenwood. This work will cost in the neighborhood of \$150,000. At Layton the present reservoir capacity will be increased. At Griffin a fairly good mountain stream has been located, which is to be dammed and furnish water at this point by gravity. At Emblem it will be necessary to continue the use of the river water, and, to use this



APPLICATION OF THE NEW MANTLE LAMP USING PINTSCH GAS.

cylinders. Mr. Nellis raised the important question of basing the braking upon service instead of emergency application, believing that we should reverse the usual way and give primary attention to the service feature of the brake, because hundreds of service applications are made to one emergency application. Experiments offered to have shown that it is possible to entirely eliminate slid flat wheels in passenger equipment. He left the subject of similar treatment of freight braking to a future paper.

LOCOMOTIVE TESTING PLANT IN BERLIN.—It is reported that the Prussian Government Railways will install a stationary locomotive testing plant at Berlin, with a view to studying water, fuel and lubrication consumption and under all possible conditions of service.

a predetermined allowance of 1,500 lbs. unbraked weight per axle regardless of the weight of a car, this being preferable to an allowance of a certain percentage of the actual weight of the car to be left unbraked. He supported this argument by those recently made on an experimental train on the New York, Ontario and Western Railroad, in which the cars varied in weight from 46,000 to 103,000 lbs., the unusual variation being provided for by the proper use of 10, 12, 14 and 16-in.

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satisfactorily, a purifying plant of 30,000 gals. capacity per hour is to be installed. This plant will also furnish a supply of water that will be carried to Versailles by gravity. At Glenwood it is also necessary to use the river water, and a purifying plant of about 100,000 gals. capacity per hour will be constructed. At Delmar, the Allegheny River water will be piped to suitable storage tanks. The recent annual droughts in this district have resulted in the river waters becoming badly contaminated and polluted by the refuse from mills, mills and decaying of animal and vegetable matter, and this has resulted not only in the scarcity of supply, but in a water that is entirely unfit for locomotive purposes, and the consequence has been an unlimited expense and delay in the handling and maintenance of power, and in the movement of traffic.

Where an ample supply of water is available, the best method is to provide reservoirs of sufficient capacity to tide over during the dry season and to supply water by gravity during the entire year. At quite a number of places such a supply cannot be provided, and in these cases it is necessary to make use of the river waters, and treat them by a combined mechanical and chemical process in order to eliminate the impurities and acids, which attack the sheets and flues of locomotive boilers, causing serious leakage and other interference with the movement of the power. The making of these improvements in the source of supply, and for the treatment of impure waters, will relieve the conditions that have existed in this district each fall for some years past, and will enable the more prompt movement of the traffic during the fall and winter season.

APPRENTICE EDUCATION—LONDON & SOUTHWESTERN RAILWAY.

In March, 1903, Mr. D. Drummond, locomotive engineer of the London & Southwestern Railway, instituted a plan (see AMERICAN ENGINEER, February, 1904, page 49) for sending apprentices, during working hours and at the expense of the company, to the Battersea Polytechnical Institute for special courses of instruction. This school is near the Nine Elms shops of this road and the boys return to the shops from the school. Mr. Sidney H. Wells, principal of the school, gives the following account of experience with this plan:

"This year, 87 apprentices are in attendance at classes, being divided into three sets, A, B and C. Set A numbers 13 students, and as they attended for a first year course last year, they are now taking a second year course as follows: Tuesdays, 8 to 9, practical mathematics, Stage II.; Fridays, 8 to 10.30, steam and heat engines, lectures one hour followed by laboratory class of 1½ hours. The work taken by this class last year was first year applied mechanics and practical mathematics. Set B numbers 28, and attends on Mondays, 8 to 9, for practical mathematics, and Wednesdays, 8 to 9.30, for applied mechanics. The majority of these also attended last year for the same subjects in a more elementary stage. Set C numbers 46 students who attend this year for the first time. They take elementary practical mathematics on Thursdays, 8 to 9, and elementary applied mechanics on Saturdays, 8 to 9.30.

"The apprentices attend the classes at the times stated instead of going to the works from 6 a. m., and they return to the works after leaving the classes. Their wages are paid by the company as though present at the works from 6 a. m., and the company also pays the class and examination fees. Home work is set regularly and is required to be done by all the students.

"We are now nearing the end of our second year's work with these classes, and we can only say that, in our opinion, they are far in advance of evening classes with regard to punctuality and regularity of attendance, performance of home work, interest displayed, and in quantity and quality of work got through. The company gives prizes to the students who stand highest at the yearly examinations, and I believe it is proposed to give the best students, after a three years' course here, the opportunity of taking a higher course at a day college with a view to taking an

"This experiment of early morning classes for apprentices is, I believe, the first of its kind to be tried in this country, and I think very great credit is due to the London & Southwestern Railway and to Mr. Drummond for undertaking it; if only that it shows the apprentices that the company is really interested in their securing technical education, the movement does immense service. There is no doubt that much better work can be done in such classes than in evening classes, where the apprentices are naturally physically tired after the day's work."

IMPROVEMENTS IN SLEEPING CARS.

An improved sleeping car, brought out by the American Palace Car Company, which has been operated in this country for several years, merits serious attention by those who desire to improve sleeping cars. For twenty years there has been no permanent improvement in principle in the sleepers operated on American railroads. The system of the American Palace Car Company embodies all of the improvements and improved facilities of the Pullman sleeping cars and the Pullman parlor cars contained in one car, which, in the daytime is provided with movable chairs, and at night is made up into berth sections, the chairs being stowed below the floor in the spaces occupied by the berth sections when those sections are not in use; thus the earning capacity of two cars is represented in the cost of construction of one. The construction of the car permits of a thorough and complete system of ventilation, which thus far has never been accomplished in a Pullman car. In this improved car the upper berth offers the same advantages of light, air and observation as that provided in the lower berth, the upper berth, therefore, becoming a comfortable berth instead of a disagreeable one. The new car provides berth supports from below, leaving the side of the car free for an extension of the windows of from 10 to 12 ins. above the top of the berth. The upper berths are removed from the interior of the car during the daytime and stowed with the lower berths in steel berth pockets under the floor. In the daytime, instead of the fixed seats and chairs which face the rear, the passengers are all provided with comfortable chairs, which may be moved about. Section may be made up in three minutes, and the lower berth is a comfortable bed instead of a hard sofa. The car differs from ordinary construction in extending the body below the floor between the trucks, in order to provide space for the berth to collapse into during the daytime. This car is one which should interest railway officials, because it possesses very desirable improvements.

WASTE GAS IN COOKING COAL.—In the coking of 1 ton of coal there become available, and are only too frequently wasted about 2,500,000 British thermal units, sufficient to develop gas engines at least 205 effective h.p. hours. Thus, for every 11 lbs. of coal coked per hour 1 effective h.p. is available as a by-product.—Mr. Max Rotter, Illinois Steel Works Scientific Club.

CONSUMPTION OF INDIA RUBBER.—Rubber importations into the United States have grown from 10,000,000 lbs. in 1884 to 44,000,000 lbs. in 1904; the average value per lb. of the crude rubber has advanced in this time from 43 cents to 70 cent, and the total quantity imported in the crude state from 23,272,000 lbs. to 61,890,000 lbs. Doubtless the extension of electrical distribution has accounted for a large proportion of this increase.

ELECTRICITY ON STEAM RAILROADS.—In a paper read before the Western Railway Club Mr. Clement F. Street, commercial engineer of the Westinghouse Electric & Manufacturing Company, presented a very large amount of data covering the cost of operation of electric and steam railroads, including valuable tables, from which comparisons of costs may be drawn. This is a valuable addition to the literature on the subject, and as the paper cannot be presented in abstract, traders are advised to secure a copy of the paper itself from Mr. J. W. Taylor, 638 The Rock Building, Ill.

INTER OCEAN
MAY, 2, 1905

STREET CAR BUILDERS TO JOIN.

Fifty Million Dollar Corporation Has Option on Leading Plants.

BOSTON, Mass., May 1.—A movement to merge the companies engaged in the manufacture of street railway cars of the entire country is in progress. Options have been secured by the promoters upon the property of leading companies in various parts of the country, including that of the Laconia Car company of this city and Laconia, N. H.

Among the concerns interested, besides the Laconia company, are the J. G. Brill company of Philadelphia, which has works in that city, Elizabeth, St. Louis, and Cleveland; the St. Louis Car company, St. Louis, Mo.; the Hixon Manufacturing company of Springfield, Mass.; the Bradley Car company of Worcester, Mass., and the Jewett Car company of Akron, Ohio.

It is planned to have one corporation, with a capital of about \$50,000,000, which will absorb the concerns mentioned and about a dozen other companies doing a smaller business.

TRIBUNE
MAY, 2, 1905

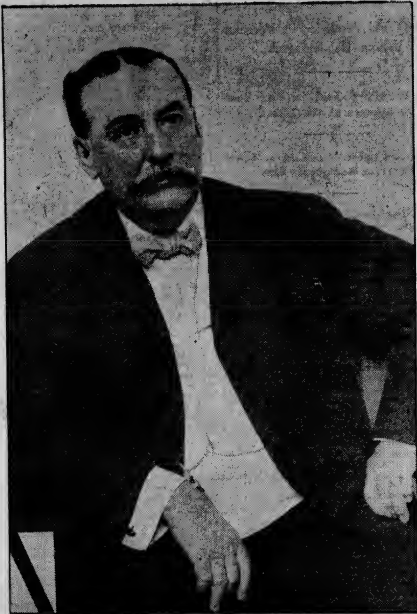
MEXICO NOW ON GOLD BASIS.

Change in Financial System Goes Into Operation Without Disturbance to Business Circles.

City of Mexico, May 1.—The gold standard went into operation today without the slightest jar or disturbance in business circles. The present peso is worth 50 cents gold.

CHRONICLE
MAY, 6, 1905

SUCCESSOR TO THOMAS H. WICKES.



J. S. RUNNELLS.

J. S. RUNNELLS succeeds Thomas H. Wickes as vice president of the Pullman company. Mr. Runnells was general counsel for the company and now holds both offices. The election took place yesterday at a meeting of directors. George F. Brown

was made treasurer and K. Demmler assistant treasurer. These appointments were made; F. B. Daniels, general solicitor; R. Dean, general manager; E. H. Sinsig, manager sales department; Thomas Dunbar, manager Pullman car works.

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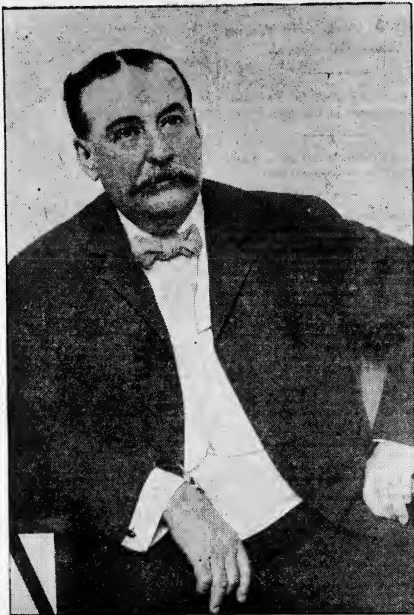
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Name New Set of Officials.

ELECT NO OUTSIDERS

**J. S. Rummells Gets Vice Presidency
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Telephone Official Talks—Steel Bar-
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The other appointments announced were: F. B. Daniels, to be general solicitor; R. Dean, general manager; E. R. Single, manager of the sales department, and Thomas Dunbar, manager of the Pullman car works. It is noted that all of the appointments were made from the ranks of the company. It was not stated why the new positions were created, and no announcement was made concerning a successor to the late Henry R. Reed, whose death leaves a vacancy in the directorate.

**SAN ANTONIO EXPRESS
MAY, 10, 1905**

Appointments in the Pullman Co.

A special meeting of the Pullman Company was held in Chicago on May 4 for the purpose of filling the position of vice president, made vacant by the death of T. H. Wickes and incidentally to create several new official positions.

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The general manager, Richmond Dean, is a personal friend of the fiscal superintendent, O. S. Newell, and has at different times spent more or less time in San Antonio. He was for a few years assistant to the vice president of the Missouri, Kansas & Texas Railway, but returned to the Pullman Company as assistant to Vice President Wickes. He is a young

ROAD'S STOCK IS INCREASED.

Delaware & Hudson Company Author-
izes \$5,000,000 Addition.

NEW YORK, May 9.—The stockholders of the Delaware & Hudson company today authorized an increase of \$5,000,000 in the company capital stock, which will be used to retire the bonds of the Albany & Susquehanna Railroad company.

The amended lease of the property and franchises of the Chateaugay & Lake Placid Railway company also was approved.

W. S. Opatky was elected a director in place of R. Somers Hayes, deceased.

**COLORADO & SOUTHERN TO
ACT UPON REFUNDING PLAN**

Stockholders Will Vote Upon Issuance
of \$100,000,000 Mortgage at Special
Meeting June 15.

Special Dispatch to The Inter Ocean.
NEW YORK, May 9.—The directors of the Colorado & Southern Railway company had two long meetings today, at which they voted to issue a call for a special meeting of the stockholders, to be held in Denver on June 15. At this meeting the stockholders will be asked to vote upon the issuance of a \$100,000,000 refunding mortgage.

It was also announced that if the proposition is ratified by the stockholders \$17,000,000 of the bonds secured by the mortgage will be offered for subscription. It was officially stated that the financial plan is practically the same which the directors agreed upon some time ago.

The amount of the mortgage was then fixed at \$100,000,000, and the bonds were to be known as a 4 1/2 per cent thirty year gold issue, and \$17,000,000 were taken by Hantsgarten & Co., the Berliner Handel-Gesellschaft, Die Bank fur Handel und Industrie in Berlin, and the Swiss-Bankverein.

At that time it was understood that \$8,000,000 of the bonds were to be issued to take up the outstanding equipment trust obligations of the Colorado & Southern company and the Fort Worth & Denver City company, and to pay for the Cripple Creek Short Line railroad.

It is also understood that the remaining \$92,000,000 of the bonds were to be issued in due time to pay for the new extension to the gulf at a cost of from \$17,000 to \$25,000 a mile.

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It is also understood that the remaining \$90,000,000 of the bonds were to be issued in the time to pay for the new extension to the Gulf at a cost of from \$17,000 to \$22,000 a mile.

SAN ANTONIO EXPRESS MAY, 10, 1905

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DUNBAR, MANAGER

Self-Made Man in Charge of Pullman Works
E. R. Slagle.

IMPORTANT CHANGES.

John S. Runnells Succeeds Late T. H. Wickes, Also Remaining Head of Legal Department—Brown, Demmler, Daniels and Dean Promoted.

That merit and efficient and faithful service are appreciated by the Pullman Company are proved last week, when the appointments of the directors became known. The death of Thomas H. Wickes left a big vacancy and most of the higher officials have been advanced. Mr. Wickes had been the guiding spirit of the company for many years, even during the life of George M. Pullman. His sudden death left his important office of vice president vacant, and John S. Runnells was chosen to fill it. Mr. Runnells will remain at the head of the legal department, which he has managed for many years.

Thos. Dunbar, Manager of the Works.

The change in the official family of the company of the most interest to the people of Pullman is the appointment of Thomas Dunbar, as manager of the Pullman works. Mr. Dunbar is a self-made man in every sense of the word. He has worked his way up from a foreman in the works to the highest position in Pullman. He, with his wife and family, have lived in the model town for many years. No other appointment would have met with such popular approval among the men at the works and the residents of Pullman as that of the new manager.

Other Changes.

The position of treasurer of the company was created and George F. Brown, former general manager of the company, named to fill it. K. Demmler, present assistant secretary, will be assistant treasurer. F. B. Daniels was appointed general solicitor. R. Dean general manager. E. R. Slagle, formerly manager of the works, is now manager of the sales department. No successor was named to succeed the late Henry B. Reed as director. Robert Tinsley succeeds Mr. Dunbar as superintendent of the shops. This is another popular appointment, as is that of John Pearson, who is the new foreman of the freight shops.

All of the changes are nominations and show an encouraging policy on the part of the directors to reward diligence and merit.

MAINE'S "GRAND OLD MAN."

Ex-Governor Garcelon, 92, Still Able-reading to Professional Duties.

Special Dispatch to The Inter Ocean.
LEWISTON, Me., May 11.—His ninety-second birthday was not deemed of importance enough in the life of Maine's venerable ex-Governor, Alonso Garcelon, for him to pay any particular attention to it, consequently he has been attending to business as usual today.

Early in the present week he had a call to go to Troy to meet with a patient in regard to having his leg amputated, and though most men of his age would consider that his life work had been done Dr. Garcelon heeded the call and went to Troy, and has not yet returned.

The doctor, however, is not quite so actively engaged in practice as he has been, and is living rather a life of ease with his daughter in this city. He has also spent considerable time this winter with another daughter in Massachusetts.

In spite of his age Dr. Garcelon is still vigorous both physically and mentally, and bids fair to bear his honors as Maine's "grand old man" for some years to come.

THE ECONOMIST MAY, 13, 1905

Pullman.—John S. Runnells, for many years general counsel of the company, has been elected vice-president to fill the place vacated by the death of T. H. Wickes. George F. Brown has been made treasurer, a new office, and K. Demmler assistant treasurer. F. B. Daniels has been made general solicitor and R. Dean general manager.

NEW YORK COMMERCIAL MAY, 15, 1905

New Pullman Position.

The position of general manager of the Pullman Co. to which Richmond Dean has been promoted, is new. Mr. Dean has been connected with the company in various capacities for more than 22 years, beginning as a clerk. His experience and training has been such as to give him exceptional fitness for the duties of general manager. His specialty has been car building.

EXAMINER MAY, 16, 1905

A novelty in the way of an all night dining or cafe-club car service will be inaugurated by the Illinois Central Road on its Diamond special train in both directions between Chicago and St. Louis. Hereafter on this train which leaves Chicago at 10:15 p. m. and St. Louis at 3:30 p. m., there will be attached a buffet-club car, in which sandwiches and beverages will be served all night between the two cities. This is the first equipped by any railroad to be so equipped. The cafe cars are brand new, as will make up the equipment of these trains of 240 after to-night. The two trains will be fully verified and will represent an expenditure of something like \$200,000.

WANT SAFER TRAIN LIGHTS

Inter-State Commission Asked to Prohibit Gas in Pullman Cars.

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EVG. NEWS MAY, 20, 1905

NO LICENSE TO THE PULLMAN.

Kansas Charter Board Asks Company to Pay a Fee of \$14,927.

[By The Associated Press.]
Topeka, Kas., May 20.—The state charter board has refused the application of the Pullman company for a license to do business in Kansas. The company sent a fee of \$750 with its application. The board announced that an additional fee of \$14,927 would have to be paid, which is the charter fee required under the law on the Pullman company's capitalization of \$74,000,000.

DUNBAR MANAGER

Self-Made Man in Charge of
Pullman Works
E. R. Slagle.

IMPORTANT CHANGES.

John S. Runnells Succeeds Late T. H. Wickes, Also Remaining Head of Legal Department—Brown, Demmler, Daniels and Dean, Promoted.

That merit and efficient and faithful service are appreciated by the Pullman Company was proved last week, when the appointments of the directors became known. The death of Thomas H. Wickes left a big vacancy and most of the higher officials have been advanced. Mr. Wickes had been the guiding spirit of the company for many years, even during the life of George M. Pullman. His sudden death left his important office of vice president vacant, and John S. Runnells was chosen to fill it. Mr. Runnells will remain at the head of the legal department, which he has managed for many years.

Thos. Dunbar, Manager of the Works.

The change in the official family of the company of the most interest to the people of Pullman is the appointment of Thomas Dunbar, as manager of the Pullman works. Mr. Dunbar is a self-made man in every sense of the word. He has worked his way up from a foreman in the works to the highest position in Pullman. He, with his wife and family, have lived in the model town for many years. No other appointment would have met with such popular approval among the men at the works and the residents of Pullman as that of the new manager.

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The position of treasurer of the company was created and George F. Brown, former general manager of the company, named to fill it. K. Demmler, present assistant secretary, will be assistant treasurer. F. B. Daniels was appointed general solicitor. R. Dean general manager. E. R. Slagle, formerly manager of the works, is now manager of the sales department. No successor was named to succeed the late Henry R. Reed as director. Robert Tinsley succeeds Mr. Dunbar as superintendent of the shops. This is another popular appointment, as is that of John Pearson, who is the new foreman of the freight shops.

All of the changes are promotions and show an encouraging policy on the part of the directors to reward diligence and merit.

MAINE'S "GRAND OLD MAN."

Ex-Governor Garcelon, 92, Still Attending to Professional Duties.

Special Dispatch to The Inter Ocean.

LEWISTON, Me., May 11.—His ninety-second birthday is not dreamed of importance enough in the life of Maine's venerable ex-governor, Alonso Garcelon, for him to pay any particular attention to it, consequently he has been attending to business as usual today.

Early in the present week he had a call to go to Troy to consult with a patient in regard to having his leg amputated, and though most men of his age would consider that his life work had been done Dr. Garcelon heeded the call and went to Troy, and has not yet returned.

The doctor, however, is not quite so actively engaged in practice as he has been, and is living rather a life of ease with his daughter in this city. He has also spent considerable time this winter with another daughter in Massachusetts.

In spite of his age Dr. Garcelon is still vigorous both physically and mentally, and bids fair to bear his honors as Maine's "grand old man" for some years to come.

**THE ECONOMIST
MAY, 13, 1905**

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**NEW YORK COMMERCIAL
MAY, 15, 1905****New Pullman Position.**

The position of general manager of the Pullman Co. to which Richmond Dean has been promoted, is new. Mr. Dean has been connected with the company in various capacities for more than 22 years, beginning as a clerk. His experience and training has been such as to give him exceptional fitness for the duties of general manager. His specialty has been car building.

**EXAMINER
MAY, 16, 1905**

A novelty in the way of an all night dining or cafe-club car service will be on its Diamond special train to both daylight. Hereafter on this train, which leaves Chicago at 10:15 p. m. and reaches a buffet-club car, which will be at once and beverages will be served all night through the two cities. This is the first attempt by any railroad.

The cafe cars are brand new, as will make up the equipment of these trains after to-night. The two trains will be fully restocked and will require an expenditure of something like \$150,000.

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INFECTIOUS TRANSPORTATION

Notable Paper Read by Dr. Brocken at Convention in Washington.

THE VENTILATION OF CARS

Dr. Baldwin Discusses Progress of Sanitarium Movement in America.

(From Our Regular Correspondent.)

WASHINGTON, May 19.—The first annual meeting of the Association for the Study and Prevention of Tuberculosis closed its sessions to-day. This association is composed of a large number of the most eminent members of the medical profession. One of the important subjects selected for discussion was "Infection in Transportation," and to Dr. H. M. Bracken, of Minneapolis, was assigned the task of preparing a paper on this subject. The paper is an exhaustive treatise on the whole question. Before preparing his paper, Dr. Bracken corresponded with the health departments of all the States and of many of the larger cities, and also with railroad surgeons and managers, from which correspondence he quoted liberally. He says in part:

"In discussing this subject it can safely be said, I think, that there should be no danger of possible tubercular infection while traveling in public conveyances. For tubercular infection, and this should never occur in any public conveyance. In the street cars one spends but a short time on any single trip. In the suburban trolleys the crowded condition in the cars and the longer trips make the possible exposure more pronounced than in the city cars. In the day coaches of railway trains one is not in close contact with other individuals and even should a tubercular patient be sitting nearby, the tubercular bacilli expelled in the act of coughing are in a moist state and not in condition for general distribution until the sputum becomes dry. In sleeping cars and on steamers one is even more isolated than in the day railway coaches, and the danger of possible tubercular infection should be still less.

"In speaking thus of possible infection during transportation we are assuming that all public conveyances and their furnishings are kept well cleaned. If such is not the case there may be danger in every street car, railway coach and steamer berth. If tubercular patients deposit sputum in public conveyances and it is allowed to become dry, it may then be a source of danger. The greatest danger from lack of cleanliness is undoubtedly to be found in the sleeping cars and steamer berths where one may be in contact with infected bedding during an entire night. The danger of tubercular infection during travel may be intensified by the lack of proper ventilation for when an individual is crowded in close, stuffy quarters, the irritation of the respiratory tract may be sufficient to increase his susceptibility; or an already infected individual may have an inflammatory reaction of the lungs intensified by foul air or draughts, thus changing a latent into an active infection. Admitting that tubercular infection is not apt to occur during any single trip in any coach, one must still approve the fact that exposure in such coaches is possible, for many people spend a considerable amount of time each day in city and suburban cars on their way to and from work.

Ventilation of Cars.

The important question then is: Are cars properly cleaned and ventilated?
You are undoubtedly familiar with the present custom of the carrier to sweep every coach occasionally with a dry broom; it seems to be his particular ambition to get as much dust into the air as possible. I have happened to be in a room on several occasions when the atmosphere was almost choking be-

NEWS OF THE RAILWAYS.

NORTHWESTERN ROAD TO BUILD A CUTOFF.

Will Make Saving of Thirty Miles Between Omaha and Sioux City—"Salt Lake Route" Opened to Traffic—Arbitration Board Begins to Hear Arguments on Michigan Central's Application to Be Made a "Differential Line."

While James J. Hill is connecting his Great Northern and the Burlington roads, the Northwestern will construct a cutoff between Takonan and Dakota City on the Omaha line, which will make a saving of thirty miles between Omaha and Sioux City. This cutoff will practically parallel the proposed Hill line. President Marvin Haight of the Northwestern and a party of officials are in the west, and have gone over the line of the proposed cutoff. They announce that work of construction will begin within a few days. The survey for this line was made several years ago.

With the change which went into effect last Sunday on all the divisions of the Chicago and Northwestern, announcement is made of a number of alterations and improvements in the dining car service. Every train between Chicago, Milwaukee, Fond du Lac, Oshkosh, Sheboygan, Manitowish, and Green Bay and other cities in the same general territory will be provided with dining car service.

Salt Lake Route Opened.

The Salt Lake route has been opened between Salt Lake City, Los Angeles, and all points in southern California, with a daily train service between the two principal points. Temporarily the run is made in thirty-four hours. Through Pullman cars are run from Ogden and Salt Lake City, connecting with all eastern trains.

New Record Across the Pacific.

P. B. Eustis of the Burlington received a telegram from W. W. King of the Great Northern Steamship company announcing that the steamship Yokohama, which reached Yokohama yesterday from Seattle, had broken all previous records across the Pacific by making the trip in fourteen days.

Arbitration Board Meets.

The arbitration board, composed of George F. Nicholson, E. O. McCormick, and James Charlton, met yesterday in the rooms of the Central Passenger association to hear the arguments on the Michigan Central differential application. Arguments against the proposed change were made by R. E. Wallace for the Erie, B. N. Austin for the Baltimore and Ohio, and C. S. Crane for the Washash. C. F. Daly made a long argument supporting the Michigan Central's application, and then the case was adjourned until 10 o'clock this morning to await the coming of E. A. Ford of the Pennsylvania.

Appointments Announced.

E. J. Weynecht has been appointed traveling passenger agent of the Illinois Central, with headquarters in St. Louis. R. H. Churchill, the former traveling passenger agent, has been promoted to the position of city passenger agent at St. Louis.

It is reported that E. A. Worthington has resigned from the Union Pacific to accept a position on the Gould lines. Mr. Worthington is in the west at present, and it is said that he will become president and general manager of the Western Pacific, the road which Gould is projecting from Salt Lake City to the Pacific coast. F. A. Delano, first vice president of the Washash, reached Chicago yesterday, but he declared that although he had been in communication with Mr. Gould recently he did not know about the Worthington matter.

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cause of the sputum. Spitting is one of the most important subjects we have to deal with and that we pay altogether too little attention to it. The one thing I think of when I get into a berth is whether or not a spitting consumptive occupied it the night before and possibly expectorated on the curtains, or wiped his mouth with the blankets.

Many of the city health officers seem to consider that their responsibilities extend no further than the securing of anti-spitting ordinances. These ordinances, it may be stated, are becoming quite general and are being enforced to a greater or less degree.

Inquiry throughout the United States shows that there are no uniform regulations governing car sanitation. The Federal government has done nothing to secure such needed regulations.

Two States, Texas and Kentucky, have formulated regulations.

It is worthy of note that two railroads passing through Kentucky, the Chesapeake and Ohio and the Louisville and Nashville, have regulations in force similar to those of the Kentucky board of health.

I think it can safely be said that as a rule street railway companies are not giving sufficient attention to car cleaning or car ventilation. There is not the same excuse for this condition with these corporations that there is with the railway companies. The city sanitary officials have the street railway companies under their jurisdiction, and sanitary regulations should be in force and enforced.

The railway officials must be given credit in many instances for trying to keep their coaches in good sanitary condition. Many companies have elaborate regulations governing car cleaning and ventilation, but these are not always enforced.

All parties seem to agree that the greatest danger to the traveling public is to be found in the Pullman car. We would naturally expect to find this company fully alive to the sanitary responsibilities resting upon it, and yet it had no superintendent of sanitation until March 1, 1905.

At the meeting of the American Public Health Association, at Washington, in 1903, Dr. Granville P. Conn made a very exhaustive report on car sanitation. At that time, in discussion, as well as in the report, the Pullman Company was severely criticised as to its methods of car sanitation. Shortly after this meeting, elaborate articles appeared in various parts of the United States setting forth the thorough methods said to be in force by the Pullman Company in the cleaning of cars. The methods set forth in these articles were in such strong contrast to those which inspectors had reported to me as in force in the section of the country which I represent that I at once had another inspection made of the Pullman methods. The report of the inspector did not bear out the claims of the Pullman Company.

In preparing this paper I have sought information from many different individuals. For reasons that are self-evident, I appealed to those connected with railroad work. Opinions came to me from more than a hundred different sources. None of these opinions were against the possibility of tubercular infection during transportation in public conveyances. Some, of course, argued against the probability of such infection, basing their argument largely on the fact that exposures at most in public conveyances were for but short periods. In considering the possible danger of infection from public conveyances the fact must be kept in mind that conditions in cars are not the same as in the rooms in houses. The moving car is in a state of constant vibration and consequently the amount of dust or of germs in the air will be greater at all times under such conditions than in a room.

Sleeping Car Dangerous.

All of the opinions given me were to the effect that the greatest danger of infection is to be found in the sleeping car.

Car sanitation embraces car cleaning and car ventilation. Car cleaning is a simple problem, for it is one of dollars and cents. Of course there are times and conditions when a car may be cleaned, but it is an unavoidably foul condition. This applies especially to street

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cars during certain seasons of the year. Such conditions are excusable, but they do not justify general negligence of cleanliness.

Car ventilation is a difficult problem, for the temperature and the motion of the car, as well as the creation of disagreeable draughts, have to be taken into consideration. It is estimated that for good ventilation in a closed space 3,000 cubic feet are required per hour for each individual. The ordinary passenger coach and sleeping car furnishes from one-tenth to one-sixth as much fresh air per hour as is required according to the above estimate. From a sanitary point of view, the effects of foul air as a means of causing disease must not be overestimated. The fact must be recognized, however, that a person in a badly ventilated car is more susceptible to tubercular infection than he would be in a well ventilated car.

The great offenders in car ventilation are the street car companies. While the railroad companies are trying to find some exception to see a street car equipped with anything but the so-called deck ventilators. It is a safe statement, I think, that deck ventilators never will furnish proper ventilation in any car. This is especially true of the overcrowded street car.

After a careful consideration of the facts presented in this paper I think we must all admit that there is a real, but unnecessary danger of infection with tubercle bacilli during transportation in many of the cars operated by city railway companies, by railroad companies, and by the Pullman Car Company.

\$1--C. & O.--\$1

WILD IS BACK FROM TRIP TO OBLIVION

Director of Pullman Car Works—Returns Home
After Wandering About for Week,
His Mind a Blank.

A psychic mystery to his physicians, himself and his family, Frederick Wild, assistant superintendent of the Pullman company, has returned home after living for nearly a week unconscious of his own identity or actions.

Bunburst and with a heavy growth of beard, the director of the car building plant quietly walked into his house at 7 One Hundred and Eleventh street.

Mr. Wild went to West Baden about six weeks ago to rest from his arduous duties, which for many weeks had kept him busy almost night and day. He spent four weeks at a resort there in perfect solitude and free from cares.

Last Saturday Mrs. Wild received an incoherent letter, in which he stated he was coming home at once.

Mr. Wild's home, one of the finest in Pullman, was prepared for his return, but three days passed and he did not appear. Telegrams from West Baden told of his departure last Saturday, and Mrs. Wild was alarmed.

The police were notified, and Detectives Mulcahy and Blaney of the Harrison street police station searched the hotels, while the Pullman company's private investigators searched the morgues, conducted inquiries in surrounding towns, and questioned many of the missing man's acquaintances.

Mr. Wild did not know that any time had elapsed between his departure from West Baden Saturday and when he "came to himself" Thursday night at a North Side hotel. "My first thought was of home, and I wondered what brought me up to the North Side," said Mr. Wild at his home last night, while his wife and Marjory, their little daughter, could scarcely restrain their joy.

"I must believe I have been somewhere since I left West Baden," smiled the man, "but had I not been told about it I would not have suspected anything. I am not entirely in harness again, and my chief clerks are in the library now with the ledgers and other books for my inspection. I am not entirely well, but am getting better rapidly."

The search for Mr. Wild was carried on for several days, and the utmost secrecy was observed by the Pullman company and the police officials. Wild is 36 years old, and one of the oldest officials with the company.

Since he left his home with \$109 in his pocket a week ago George Simpson, a wealthy contractor, 2527 One Hundred and Eleventh

street, has been missing. The police have not succeeded in finding any trace of him, and his relatives believe he is the victim of foul play.

William Bramkamp, a printer living at 207 Oak street, reported to the Chicago avenue police yesterday afternoon that his wife, Nanje, had been missing since Wednesday, and asked their assistance in finding her.

Bramkamp says that his wife left their home Wednesday to visit friends. He worked that night, but as his wife had not returned by noon he began a search and called on all their friends, only to find that his wife had not been there Wednesday or since then. Bramkamp had been married for ten years, and can give no reason for his wife's absence.

TRIBUNE
MAY, 25, 1905

STATE TO FIX PULLMAN RATES.

Kansas Railway Board Will Act Upon
Opinion of Its Attorney and
Precipitate Fight.

Topeka, Kan., May 24.—The attorney for the state board of railroad commissioners has decided that the board has jurisdiction over the Pullman company in Kansas, and under this opinion the Pullman rates in the state will be regulated. It is expected that the sleeping car company will resist the orders of the board, and that the law creating the railroad board will be tested in the courts.

RECORD HERALD
MAY, 27, 1905

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It is expected that the contest will develop into one of the bitterest family controversies waged in the courts in years, and bring again to light the matrimonial career of the elder Wickes. His children demand distribution of his estate according to law, which would result in its being apportioned among them. The Wickes children accuse their cousin, Hugh Walden, of exerting undue influence and fraudulent arts and practices upon their parent in the latter years of his life. They would have Walden cast out of consideration in the courts and deprived of all the bequests named him by their father. Particular stress is laid upon the provision of the will which gives Walden the distribution of the personal property. The nephew is empowered to take charge of all silverware, tableware, jewelry, pictures and household goods of the car company official's estate. Walden is also allowed to distribute the goods as he pleases among the friends and relatives of Mr. Wickes.

RECORD HERALD
MAY, 26, 1905

Pullman Official Is Found—After his wife, becoming alarmed at his disappearance, had asked the police to search for him, Frederick Wild, assistant manager of the Pullman company, living at 7 One Hundred and Eleventh street, returned to his home yesterday morning. He explained that he had been at West Baden, Ind., taking treatment for nervous prostration.

WILD IS BACK FROM TRIP TO OBLIVION

Director of Pullman Car Works Returns Home
After Wandering About for Week,
His Mind a Blank.

A psychic mystery to his physicians, himself and his family, Frederick Wild, assistant superintendent of the Pullman company, has returned home after living for nearly a week unconscious of his own identity or actions.

Sunburnt and with a heavy growth of beard, the director of the car building plant quietly walked into his home at 7 One Hundred and Eleventh street.

Mr. Wild went to West Baden about six weeks ago to rest from his arduous duties, which for many weeks had kept him busy almost night and day. He spent four weeks at a resort there in perfect solitude and free from cares.

Last Saturday Mrs. Wild received an incognito letter, in which he stated he was coming home at once.

Mr. Wild's home, one of the finest in Pullman, was prepared for his return, but three days passed and he did not appear. Telegrams from West Baden told of his departure last Saturday, and Mrs. Wild became alarmed.

The police were notified, and Detectives Mutchey and Blaney of the Harrison street police station searched the hotels, while the Pullman company's private investigators searched the morgues, conducted inquiries in surrounding towns, and questioned many of the missing man's acquaintances.

Mr. Wild did not know that any time had elapsed between his departure from West Baden Saturday and when "came to himself" Thursday night at a North Side hotel.

"My first thought was of home, and I wondered what brought me up to the North Side," said Mr. Wild at his home last night, while his wife and Marjory, their little daughter, could scarcely restrain their joy.

"I must believe I have been somewhere since I left West Baden," smiled the man, "but had I not been told about it I would not have suspected anything. I am right back in harness again, and my chief clerks are in the library now with the ledgers and other books for my inspection. I am not entirely well, but am getting better rapidly."

The search for Mr. Wild was carried on for several days, and the nearest secret was obtained by the Pullman company and the police officials. Wild is 50 years old, and is one of the oldest officials with the company.

Since he left his home with \$100 in his pocket a week ago George Simpson, a wealthy contractor, 257 One Hundred and Eleventh

street, has been missing. The police have not succeeded in finding any trace of him, and his relatives believe he is the victim of foul play.

William Bramkamp, a printer living at 507 Oak street, reported to the Chicago avenue police yesterday afternoon that his wife, Nannie, had been missing since Wednesday, and asked their assistance in finding her. Bramkamp says that his wife left their home Wednesday to visit friends. He worked that night, but as his wife had not returned by noon he began a search and called on all their friends, only to find that his wife had not been there Wednesday or since then. Bramkamp had been married for ten years, and can give no reason for his wife's absence.

TRIBUNE
MAY, 25, 1905

STATE TO FIX PULLMAN RATES.

Kansas Railway Board Will Act Upon
Opinion of Its Attorney and
Precipitate Fight.

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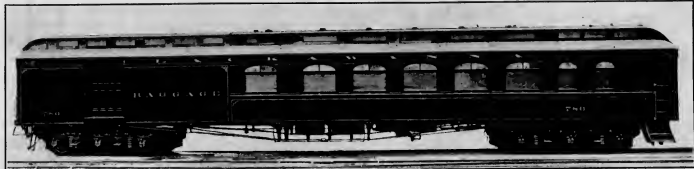
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LACKAWANNA DINING AND BUFFET CARS.

The Delaware Lackawanna & Western recently has received three dining and two buffet-baggage cars from the Barney & Smith Car Company, to be used on its solid vestibule through trains. The accompanying illustrations show the exterior of the buffet-baggage car, floor plan of the dining

car is green, the ceilings being tinted in a shade of this color. The interior finish is Saint Jago mahogany, upholstered in Spanish leather, and the carpets are heavy Wilton. The buffet cars are lighted with acetylene and the dining cars with both acetylene and electric lights. The acetylene lighting system was supplied by the Commercial Acetylene Company and the electric lights were installed by the United



LACKAWANNA BUFFET-BAGGAGE CAR

car and interior views of each. The dining car is 72 feet long over end sills, 79 feet over vestibules, and 10 feet wide over sills. The dining compartment occupies a length of 33

feet. The buffet car is semi-empire, with a cross beam effect, and the color scheme and finish correspond with that of the dining cars. There are



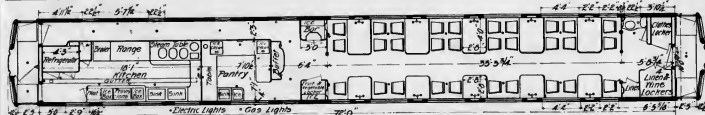
LACKAWANNA DINING CAR—INTERIOR.



LACKAWANNA BUFFET CAR—INTERIOR

feet 4 inches, exclusive of buffet. The seating capacity is 30. The buffet-baggage car is 70 feet over sills and 74½ feet over buffers. The baggage compartment is 24 feet 3

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LACKAWANNA DINING CAR—FLOOR PLAN.

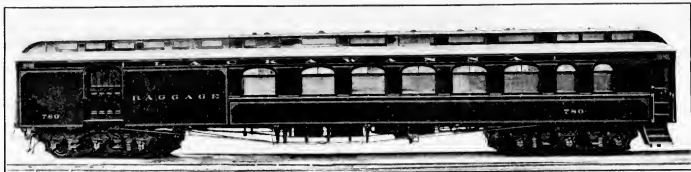
inches long. There are 20 movable chairs and four double fixed seats. The finish, decorations and appointments of these cars are unusually elegant. The dining car has a full empire deck, with grilled deck windows. The color scheme

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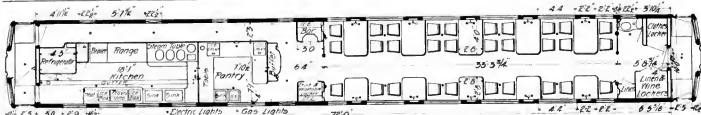
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ATTACK WICKES WILL

Children of Late Pullman Car Manager Ask Removal of Executor.

SAY FRAUD WAS PRACTICED

Hugh P. Walden, the Cousin, is Alleged to Have Unduly Influenced Their Father.

Three children of the late Thomas H. Wickes, vice-president of the Pullman Palace Car company, began suit in the Circuit court to-day in an effort to break their father's will. They join in an attack upon Hugh P. Walden, a nephew of their father and an executor of his will. Thomas H. Wickes, Jr., who of the large estate of his father is under the will to receive only \$500 a year for life, led the move. He is joined by his sisters, Mrs. Laura Annette Wickes Felt and Mrs. Florence Wickes Johnston.

It is expected that the contest will develop into one of the bitterest family controversies waged in the courts in years and bring again to light the mixed matrimonial career of the elder Wickes. His children demand distribution of his estate according to law, which would result in its being apportioned among them.

Accuse Walden of Fraud.

They accuse their cousin, Hugh Walden, of exerting "undue influence and fraudulent arts and practices" upon their parent in the latter years of his life. They would have Walden cast out of consideration in the courts and deprived of all the bequests made him by their father. Particular stress is laid by the Wickes children upon the provision of the will which gives Walden the distribution of the personal property. It empowers the testator to take charge of all silverware, tableware, jewelry, pictures and household goods of the late Mr. Wickes' estate. Under the will Walden was to distribute the goods as he pleased among the friends and relatives of Wickes.

According to Walden's appraisal of the personal property thus made an issue, as filed in the Probate court, its value is only \$5,000. The children of Wickes declare \$20,000 is the right value of the goods put in Walden's hands.

Legal Provision of Will.

Wickes died suddenly March 28 and the will, made Feb. 15, 1904, in the presence of Charles S. Sweet, Louis S. Hungerford and Thomas M. Hodson, was exhibited in the probate court May 10. Walden and William Barry, chosen by the maker of the will, were given letters testamentary and directed to conserve the estate.

Now come the son and daughters of Wickes and say that Walden, first mentioned as a beneficiary in their father's will, made misrepresentations to their father. The will is alleged to have been drawn and signed when the father was weak in mind and memory from long suffering.

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INTER OCEAN
MAY, 27, 1905

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Son of Late Pullman Car Magnate, Cut Off With \$500 Annuity, and Two Daughters File Petition in Probate Court.

ALLEGED NEPHEW EXERTED IMPROPER INFLUENCES

Petitioners' Suit for Greater Share in Estate Will Bring Decedent's Checkered Matrimonial Career Again to Light.

As a sequel to the family quarrel of the late Thomas H. Wickes, suit was filed in the Probate court yesterday by Thomas H. Wickes, Jr., and his sisters, asking that the will of their father be set aside.

The petition charges Hugh P. Walden, nephew of the dead Pullman car magnate, with having exerted undue and improper influence over the father of the petitioners, and with employing fraudulent arts and practices when he was "weak in mind and memory from long suffering." He is also charged with having made a false return on the value of \$20,000 worth of personal property entrusted to him.

It is expected that the contest over Wickes' estate will develop into one of the bitterest family controversies that have engrossed the attention of the courts in years, and that it will again bring to light the checkered matrimonial career of the elder Wickes.

Ask Removal of Executor.

The suit demands that the will be set aside and that the estate be distributed according to law. It also demands, as a separate section of the petition that the court hold that part of the will which gives to Hugh P. Walden all the personal property

as a settlement as he sees fit, void, of the ground that Walden is an executor as well as a beneficiary under the will.

The chief complainant in the suit is Thomas H. Wickes, Jr., who was cut off with an annuity of only \$500, which, in the event of the death of either sister, was to be reduced to an annuity of \$250.

False Return on Property Charged.

Joined with the son, however, are Mrs. Laura Annette Wickes Felt, now a resident of New York city, and Mrs. Florence Wickes Johnston, who was on the stage for a time. They join with their brother in his charges against Walden, who is directly charged with having returned \$5,000 as the true value of the silverware, paintings, and other personal property of the elder Wickes, which they declare to have been worth not less than \$20,000. Walden is given the Wickes homes at 2910 Prairie avenue, some property in Hammond, Ind., Wickes' library, and household goods and other personal property, and the will expressly states that in case a number of charitable bequests cannot be carried out because of a lack of funds, that portion of the estate willed to Walden shall not be touched.

Provision is made for the daughters by setting aside a fund of \$100,000, of which they are to receive the interest during their life time. Including the Wickes' home in Prairie avenue and the sums bequeathed to charitable institutions, the estate is valued at many times the sum set aside for the daughters, and should the will be set aside, their share under the distribution will be much larger than they now get under the will.

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ATTACK ON WICKES' WILL

Children Declare That Pullman
Magnaate Was Influenced.

File Bill in Court to Set Aside Testa-
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Ask That the Administration of Hugh
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Difference in Appraisal.

Particular stress is made by the Wickes children upon the provision of their father's will which gives Walden the distribution of their father's personal property. The will empowers the nephew to take charge of all silverware, tableware, jewelry, pictures and household goods of the car company official's estate and to distribute the goods as he pleases among the friends and relatives of Wickes.

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Wickes Not Strong-Minded.

The son and daughters of Wickes say that Walden, first mentioned as a beneficiary in their father's will, made misrepresentations to their father. The will is alleged to have been drawn and signed when their father was weak in mind and memory from long suffering, and under "improper restraint and undue influence" exerted by Walden.

In the first of the twelve long paragraphs of the Wickes will is given the Wickes home, 3010 Prairie avenue, some property in Hammond, Ind., Wickes' library and the household goods and other property in Wickes' home.

Next Wickes directs immediate conversion of his estate into money and the placing of a fund of \$100,000 in care of the Northern Trust Company. From interest on the fund will be paid the \$500 annual allowance to Thomas Wickes, Jr., the remainder to be divided equally between Mrs. Pett and Mrs. Johnston.

Several Charitable Bequests.

Upon the death of either of his daughters, Wickes directed, one-quarter of the \$100,000 fund is to be paid to the home for destitute and crippled children and one-quarter to the Chicago Orphan asylum. In case of the death of the remaining daughter Wickes asked that the remainder of the fund be divided evenly among the old people's home and the Chicago home for the friendless. The charitable institutions are to receive their money, however, only in case the

The flourishing state of the railway business is signaled by the increase in the force at the Pullman Palace Car works. There are now employed between 6,000 and 6,500 men at the shops, against 4,500 a few weeks ago. The maximum roster of employees is 7,500. A readjustment of the wage scale has been satisfactorily completed.

RY, WORLD
JUNE, 2, 1905

INFECTION DANGERS IN TRANSPORTATION

Dr. H. M. Bracken, secretary of the Minnesota Board of Health, read a paper at the recent meeting of the National Association for the Prevention of Tuberculosis, at Washington, on the subject, "Infection in Transportation." Among other things he said: "In discussing this subject it can safely be said, I think, that there should be no danger of possible tubercular infection while traveling in public conveyances. For tubercular infection there must, as a rule, be prolonged exposure and this should never occur in any public conveyance. In the street cars one spends but a short time on any single trip. In the suburban trolleys the crowded condition in the cars and the longer trips make the possible exposures more pronounced than in the city cars. In the day coaches of railway trains one is not in close contact with other individuals, and even should a tubercular patient be sitting nearby the tubercular bacilli expelled in the act of coughing are in a moist state and not in condition for general distribution until the sputum becomes dry. In sleeping cars and on steamers one is even more isolated than in the day railway coaches, and the danger of possible tubercular infection should be still less.

"In speaking thus of possible infection during transportation we are assuming that all public conveyances and the furnishings are kept well cleaned. If such is not the case there may be danger in every street car, railway coach and steamer berth. If tubercular patients deposit infected sputum in public conveyances and it is allowed to become dry it may then be a source of danger. The greatest danger from lack of cleanliness is undoubtedly to be found in the sleeping cars and steamer berths, where one may be in contact with infected bedding during an entire night. The danger of tubercular infection during travel may be intensified by the lack of proper ventilation, for when an individual is confined in close, stuffy quarters the irritation of the respiratory tract may be sufficient to increase his susceptibility; or an already infected individual may have an inflammatory condition of the lungs intensified by foul air or draughts, thus changing a latent to an active infection. Admitting that tubercular infection is not apt to occur during any single trip in a day coach, we must still appreciate the fact that exposure in such coaches is possible, for many people spend a considerable amount of time each day in city and suburban cars on their way to and from business.

"The Pennsylvania Railroad system seems to have given a great deal of attention to car sanitation, and its methods of ventilation are among the best, if not the best, now in practical use. Its ventilating system furnishes 60,000 cubic feet of fresh air per car per hour, the equivalent of 1,000 cubic feet of air to each passenger seat. It is estimated that an ideal ventilation system should supply 3,000 cubic feet of fresh air per hour to each passenger, but it has not been considered practicable to attempt to secure this amount of fresh air with the ventilating system of the Pennsylvania road."

ATTACK ON WICKES' WILL

Children Declare That Pullman Magnate Was Influenced.

File Bill in Court to Set Aside Testament Favoring Nephew.

Ask That the Administration of Hugh P. Walden Be Annulled.

Suit by which three children of the late Thomas H. Wickes, vice president of the Pullman Palace Car Company, hope to break their father's will was begun in the circuit court yesterday. The children join in an attack upon Hugh P. Walden, a nephew of their father and an executor of his will.

Thomas H. Wickes, Jr., who of the large estate of his father is under the will to receive only \$50 a year for life, leads in the attack. He is joined by Mrs. Laura Annette Wickes Peit and Mrs. Florence Wickes Johnston, daughters of the maker of the will.

The Wickes children accuse their cousin Hugh of exerting undue influence and fraudulent arts and practices upon their parent in the latter years of his life.

Difference in Appraisement.

Particular stress is made by the Wickes children upon the provision of their father's will which gives Walden the distribution of their father's personal property. The will empowers the nephew to take charge of all silverware, tableware, jewelry, pictures and household goods of or of any company official's estate and to distribute the goods as he pleases among the friends and relatives of Wickes.

According to Walden's appraisement of the personal property thus made an issue, as filed in the probate court, its value is only \$5,000. The children of Wickes declare \$20,000 is the right value.

Wickes died suddenly on March 28 and the will, made Feb. 15, 1904, in the presence of Charles S. Swain, Louis S. Hungerford and Thomas M. Headen, was exhibited in the probate court May 16. Walden and William Hurry were given letters testamentary and directed to conserve the estate.

Wickes Not Strong-Minded.

The son and daughters of Wickes say that Walden, first mentioned as a beneficiary in their father's will, made misrepresentations to their father. The will is alleged to have been drawn and signed when their father was weak in mind and memory from long suffering, and under "improper restraint and undue influence" exerted by Walden.

In the first of the twelve long paragraphs of the Wickes will Walden is given the Wickes home, 3810 Prairie avenue, some property in Hammond, Ind., Wickes' library and the household goods and other property in Wickes' home.

Next Wickes directs immediate conversion of his estate into money and the placing of a fund of \$100,000 in care of the Northern Trust Company. From interest on the fund will be paid the \$50 annual allotment to Thomas Wickes, Jr., the remainder to be divided equally between Mrs. Peit and Mrs. Johnston.

Several Charitable Bequests.

Upon the death of either of his daughters, Wickes directed one-quarter of the \$100,000 fund is to be paid to the home for destitute and crippled children and one-quarter to the Chicago Orphan asylum. In case of the death of the remaining daughter Wickes asked that the remainder of the fund be divided evenly between the old people of the home and the Chicago home for the friendless. The charitable institutions are to receive their money, however, only in case the

The flourishing state of the railway business is signaled by the increase in the force at the Pullman Palace Car works. There are now employed between 4,000 and 6,500 men at the shops, against 4,500 a few weeks ago. The maximum roster of employees is 7,500. A readjustment of the wage scale has been satisfactorily completed.

RY, WORLD
JUNE, 2, 1905

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proponents leave no children.

In case the daughters died Wickes provided that his son's income be cut to \$250 a year.

The Northern Trust Company was also in the will made custodian for three funds of \$25,000 each for the benefit of Charles B. Wickes, brother; Mary Walden and Mrs. Alice Crisp, sisters of Wickes.

Asks Injunction Against Walden.

Walden was given \$30,000 in the will and Richmond Dean of Chicago \$5,000. There were also direct bequests of \$1,000 each to the four charitable institutions named.

The complainants insist that as a party in interest, and himself a relative of their father, Walden is not the proper person to distribute the personal estate of the deceased among "friends and relatives" of their father. They ask that he be enjoined from asserting any right over the property in dispute.

Even if the will as a whole is to be upheld in the courts, the complainants insist that section giving Walden power to distribute the personal property is void. The children declare the property in question must be considered as undeviseed and become their property as Wickes' next of kin.

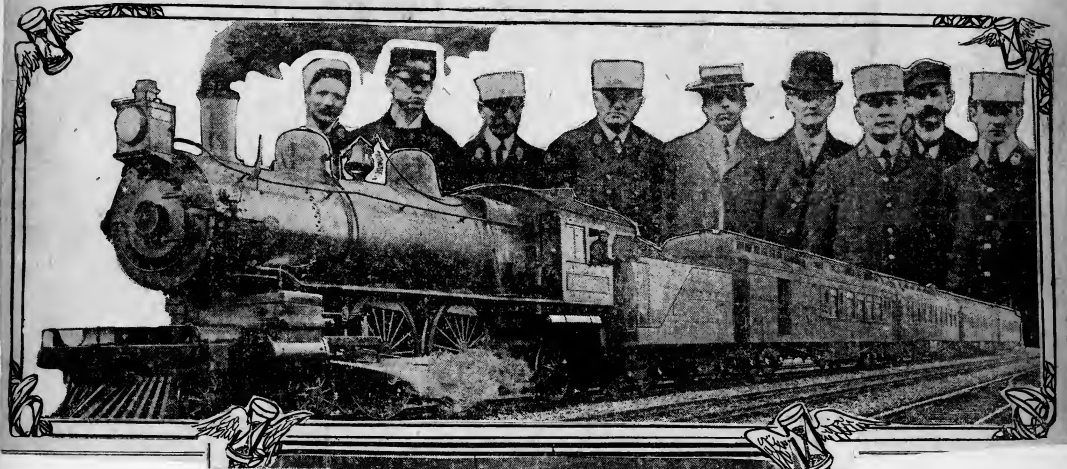
EXAMINER
 JUNE, 12, 1905.

178

Chicago,	Arrived.	Departed.	Chicago,	Arrived.	Departed.	Pittsburg,	Arrived.	Departed.	Pittsburg,	Arrived.	Departed.	Jer. City,	Will arrive.	Will depart.
Chicago,	—	2:45 pm	Ft Wayne,	5:40 pm	5:45 pm	Pittsburg,	11:55 pm	1:00 am	Jer. City,	9:19 am	9:21 am	Jer. City,	9:19 am	9:21 am
Englewood,	3:00 pm	3:02 pm	Crest"e,	7:47 pm	7:51 pm	N.Philad'a,	7:31 am	7:33 am	New York,	9:41 am	—	New York,	9:41 am	—

Four Minutes Ahead of Schedule and Devouring Distance at the Rate of More Than a Mile a Minute in Eighteen-Hour Test Trip, Chicago to New York,

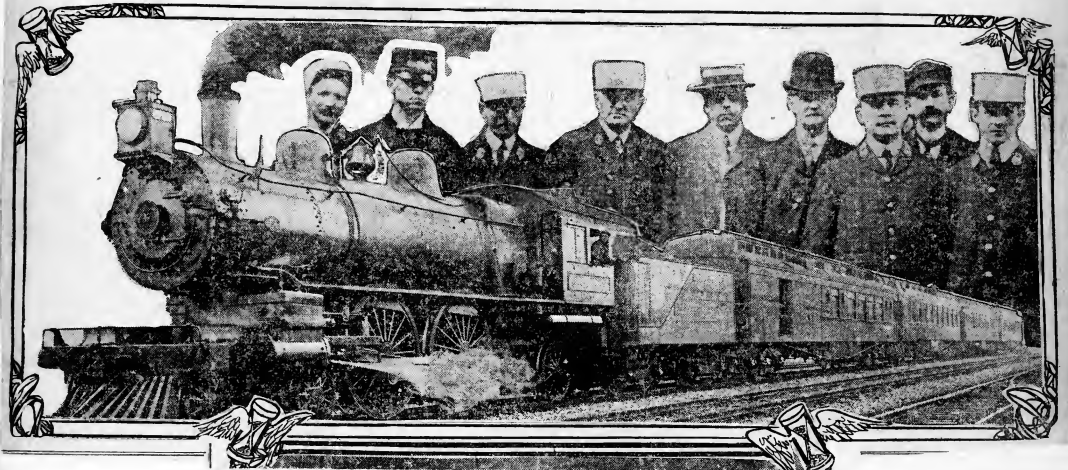
FLYER RACES TIME



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	Arrived.	Departed.	Arrived.	Departed.	Arrived.	Departed.	Will arrive.	Will depart.		
Chicago,	2:45 pm	(Central time)	Ft Wayne, 5:40 pm	5:45 pm	Pittsburg, 11:55 pm	(Central time)	1:00 am	(Eastern time)	Jer. City, 9:19 am	9:21 am
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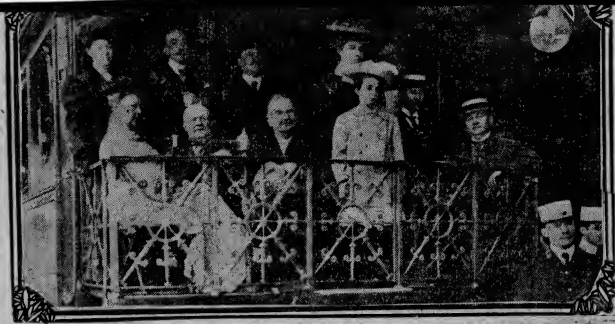
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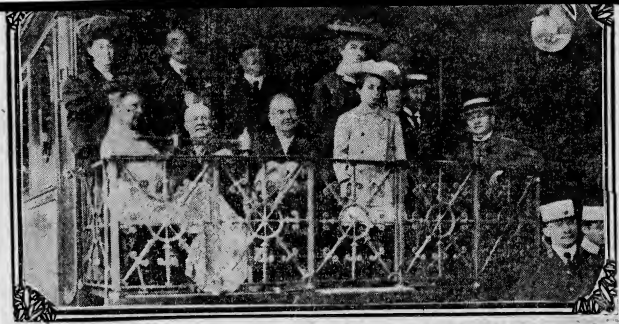
New York Express, Rushing to Chicago, Reaches Philadelphia in One Hour and Fifteen Minutes, Smashing All Former Records.

THE "EXAMINER," through its splendid telegraph service, is to-day enabled to give its readers two vivid descriptions of the races against time now being made by the flyers of the Pennsylvania Railroad Company, one of which started from Chicago yesterday almost at the same moment that its fellow left New York City. The object of the test is to establish a permanent time schedule of eighteen hours between the two cities. Staff correspondents of the "EXAMINER" are on each of the trains, and the descriptions of the trip are written as the trains rush along in their race against time.

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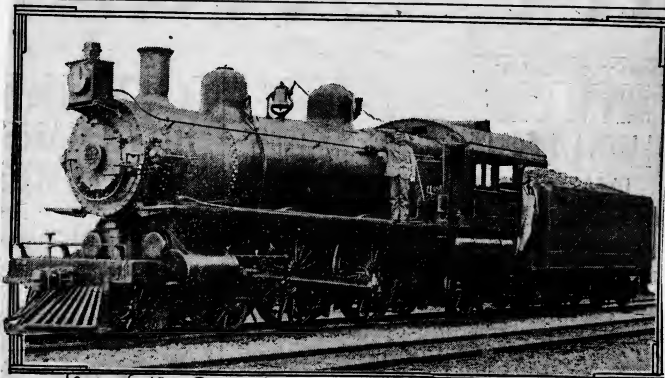
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INTER OCEAN
JUNE, 12, 1905.

100 MILES AN HOUR NEW TRAIN'S RUN

GIANT ENGINE WHICH DREW PENNSYLVANIA TRAIN EASTWARD
ON FIRST REGULAR 18 HOUR RUN TO NEW YORK.



One of the Pennsylvania's fast engines.

INTER OCEAN
JUNE 15, 1905.

TO FIX PULLMAN RATES.

**Kansas Board Agrees to Decision
Against Company.**

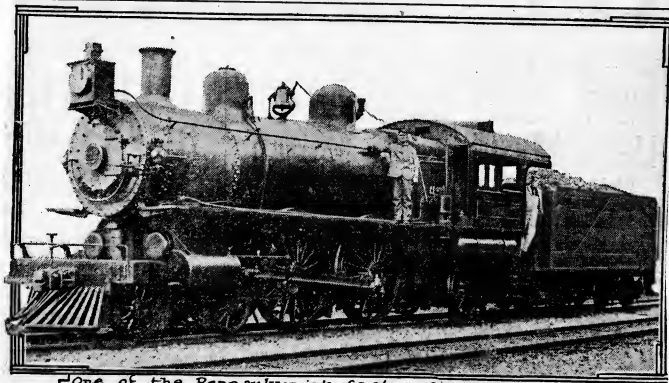
TOPEKA, Kan., June 14.—The state board of railroad commissioners has announced that it will make final decision June 20 as to the question of jurisdiction over the Pullman company in Kansas. The attorney for the railroad board advises the board it has the necessary jurisdiction.

The attorneys for the Pullman company contend that the company is not a common carrier, and that therefore the Kansas board has nothing to do with regulating its rates in this state. Members of the railroad board have informally agreed to the opinion of their attorney.

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POST
JUNE, 16, 1905.

OBITUARY RECORD.

Jonathan D. Hearse, Cincinnati.
CINCINNATI, June 15.—Jonathan D. Hearse, for many years one of the leading bankers of this city and one of the most widely known Methodists in this part of the country, died at his home in Covington to-day after a long illness. Until his retirement about a year ago he was for many years president of the Third National Bank, and as such was known among financiers and bankers all over the United States.

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12:33—Bang, once more. I'll bet the man who's running that switch engine never had hold of a throttle before. But perhaps his brake is broken, so that the only way he can stop is by running against something. I'm so glad I got here as soon as the car was opened. It would have been a pity if I had missed any of the refreshing rest I'm getting.

12:34—I'm going to report this conductor. I don't believe the company pays him merely to stand in the aisle and gossip with the porter while passengers are trying to get the sleep they've given up their good cash for.

1:02—There it is again. The switch engine's got back. Oh, too, and burn you, too! You can't disturb me any more by blowing your whistle than you do by ringing your bell. The next time I get a berth in a sleeper that doesn't start till 3 in the morning they'll have to have a keeper on each side of me, I'll tell them that. Let her whistle! Don't mind me! I'll bet a hundred dollars that engineer has a grudge against somebody in this car and is trying to give him a case of nervous prostration. Grace takes after her mother. That's plain enough. Still, I don't know but that I'd rather be married to a woman who got a little too plump along late in life than to have one who dried up to nothing but skin and bones.

1:23—We're off again. This is the ninth time they've run us down the track and then run us back, with a nerve-destroying hump at each end. Oh, well, I guess there's no use trying to go to sleep now. I'm going to take it philosophically and save wear and tear on my temper.

1:31—For heaven's sake! They're yelling at somebody now to get up on the roof of this car and pour water into it. I wonder if they didn't have time to attend to that in the evening when people were not trying to sleep. I believe this road is run by lunatics.

1:50—I know that man in the next berth is now in the last throes. Confound him, he ought to die! Any man who can sleep through a racket like this deserves an ignominious death. Still, I don't suppose he's liable to blame, after all. He makes so much noise of his own that he doesn't know anything else is going on. That's the worst ad-

vantage of being a snorer. I never thought of it before. Now I know why a man who snores is always able to sleep overtime.

2:02—Ouch! That bump nearly threw me into the aisle. I wonder why they always run into us from the direction toward which one's head points? I'll bet there are seven distinct imprints of my skull on the partition between this and the next berth. Oh, if the coupling would only break and let us run into the river!

2:14—They must have hauled us back near the station. Twenty people outside are trying to talk at once. I can't make out what they're saying, but it must be funny. I can hear our porter, who evidently is standing at the car steps, laughing with great enthusiasm.

2:20—Hello! Our old friend the switch engine has returned with steam up and the safety-valve showing what it's there for. I don't suppose they can find room for it anywhere else in the yard.

2:41—Thank heaven! Only fifteen minutes to wait in this inferno. Jerusalem! They're going to shunt us around somewhere again. I wonder if it would do that poor fellow any good to pour some kind of a lubricant into his windpipe? It's too bad that Grace's hair is so dark. Otherwise the down on her upper lip wouldn't show at all. 2:52—The Pullman conductor has just yelled to the porter that the train to which we are to be attached is an hour and fifty minutes late. Good by, proud world, good by! I'm going out to throw myself in front of the switch engine. If an all-wise Providence feels that I had any right to live this could never have happened to me.

By E. K. Kegan.

RECORD
JUNE 17, 1905

ALTERNATING CURRENTS.

A Pleasant Evening in the Yards.

Dinary of a man who has bought a berth in a sleeping car that is to be started on its journey at 8 o'clock in the morning, the passengers being permitted to enter at 10:30 and go to bed:

10:45—Ah, this is delightful. There is nobody in the upper berth; the night is just cool enough for comfort, and I'll have over four hours of good, solid sleep before the car starts.

10:50—They have run a switch engine up beside this car, and it is blowing off steam with a roar that would make Niagara sound like the humming of a mosquito. I wonder why they don't save their coal!

11:01—They are now ringing the bell on the switch engine. It sounds as if it were about five and one-half inches from my ear.

11:14—BUMP! That was an awful bump. I guess I was dozing. I thought for a minute that we had been wrecked. They must have let a freight train get loose and bang into us. Another shock like that, and my heart is likely to jump the fence.

11:16—We're moving. I can't understand it. The agent said our car would stand in the yard till 3 o'clock. Oof! Confound it, what are they trying to do with us anyway? We must have run against a stone wall.

11:20—I wish I hadn't come in so early. What a beauty Grace Leamington is—and as clever as she's pretty. I might have been with her instead of wasting time in this stuffy car for the past hour, too! I'm a Rocky Mountain sheep if they haven't run that switch engine up beside us again. I wonder why they keep ringing the confounded bell! They certainly can't be afraid of running over people while the old machine is standing still at this time of night.

11:40—No use. I can't go to sleep here. They've run the switch engine away, but that fellow in the next berth is going to die in a minute or two. No man can use his breathing apparatus to make such sounds as he's making and live. I wonder if he has a wife and family! I'll be a sad task to break the news to them.

11:53—Oh, heavens, but this is lovely! The conductor and porter are now quarreling with somebody about his ticket. It was just



going to sleep, too. I wish I had sat up and smoked.

12:07—At last things are quiet. The porter has turned down the lights. Now for a good, refreshing sleep. I need it. I wonder if Grace Leamington is likely to get stout in her old age?

12:21—Um-m-m! Heavens! We must have been run into by the fast mail that time. I hope nobody's killed. It's that confounded switch engine! It has come back and booked onto us. I wonder where we're going now? Oh, well, I don't care terrible to me. Maybe they're going to

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RECORD
JUNE 17, 1905

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RECORD.
JUNE 20, 1905.

Law as to Acetylene Gas.—Stringent measures to regulate the storage and complete judiciary committee of the city council that an ordinance be passed requiring a license of \$20 a year from manufacturers of the gas, and that buildings in which acetylene gas is stored shall be absolutely fireproof, and shall be at least fifty feet from any other structure. The gas when compressed must be inclosed in a tank of some porous material.

TRIBUNE,
JUNE 29, 1905.

PLANS TO COOL COACHES.

LAKE SHORE ROAD EXPERIMENTS WITH DEVICE.

Apparatus Consists of Huge Atomizer and Fan, Which Blows Air Around Refrigerating Plant, Sprays It with Water, and Then Forces It Through the Cars, Lowering the Temperature and Removing the Dust.—Automatic Signals Being Installed.

Soon it will be more comfortable to travel than to stay at home. The demand for luxuries on the modern through trains has taxed the ingenuity of train builders, while the fierce competition for passenger business between rival roads has compelled managers to install every accessory to the comfort of the travelers as rapidly as it is perfected.

An engineer of the Lake Shore and Michigan Southern has perfected a novel apparatus, with which the road is now making practical tests. It is intended to cool the air in the train and at the same time to rid it of dust and other impurities. The application of the steam heating device already has guaranteed uniform temperature in winter.

The new cooling apparatus consists of a sort of huge atomizer, so constructed that at stated intervals gusts of cool and moist air, coming directly from a freezing plant, will be blown through the cars. This method is considered superior to the electric fan, which merely stirs the dust laden and vitiated air.

The air which is blown out by this atomizer is drawn in from the outside, filtered, and is then circulated around the pipes in the refrigerating plant. At the same time it is moistened by the mingling of fine sprays of pure water. The moistening of the air is one of the most important features of the apparatus. It is claimed that the moisture collects the dust particles and precipitates them.

RY. WORLD,
JUNE 30, 1905.

POWERLESS TO CONTROL PULLMAN RATES

The Kansas Board of Railroad Commissioners has decided that it has no jurisdiction over the Pullman Car Company so far as rates are concerned. It holds that the Pullman Company is not a common carrier and that the Board has no power to regulate the various overcharges such as it is alleged are being made in Kansas.

CHRONICLE,
JUNE 23, 1905.

BURLINGTON'S NEW BOARD

James J. Hill is Director of Both Railroad and Railway Companies.

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Following are the directors of the railroad company:

Robert Isaac, New York.
George F. Baker, New York.
George C. Clark, New York.
William P. Clough, New York.
George H. Harris, Chicago.
James J. Hill, St. Paul.
James N. Hill, St. Paul.
John J. Mitchell, Chicago.
Charles E. Perkins, Burlington, Iowa.
Norman B. Ryan, New York.
Samuel Thorne, New York.

Following are the directors of the railway company:

George C. Clark, New York.
William P. Clough, New York.
A. T. Frosch, New York.
George H. Harris, Chicago.
James J. Hill, New York.
James N. Hill, New York.
John A. Kennedy, New York.
Darius Miller, Chicago.
Charles E. Perkins, Burlington, Iowa.
Samuel Thorne, New York.
George W. Perkins, New York.
CHICAGO, O., June 22.—W. A. Shoemaker, secretary of the Cincinnati, New Orleans and Texas Pacific railway, has tendered his resignation.

RECORD,
JULY 1, 1905.

Our Sinking Streets.

Only two theories have been advanced for the depressions in the downtown streets—one that they are due to the Illinois tunnels, the other that they have been caused by the erection of skyscrapers. In themselves they are not of much importance, but they may be symptomatic, and it is certainly desirable that there should be a thorough investigation to discover their origin.

Meantime it will be well to refrain from any positive expression of opinion, but as some people seem to feel alarm over the situation there is reason for speaking of its reassuring aspects. If the disturbance is due to the tunnel it can hardly be very great. This is evident to anyone who is familiar with the method employed in the tunnel construction. The earth was cut out like so much cheese with just the displacement that was needed, and the walls were fitted snugly to the surrounding mass. It would be difficult to devise a closer substitution. It should be remembered also that this work was done three years ago and that the surface disturbance is only now appearing. Such a lapse of time would indicate that the tunnels had nothing whatever to do with the case.

Excavations for the skyscrapers might conceivably affect the area immediately adjacent to the work, but evidence of weakness in buildings near by is limited to two cases, which remain a mystery, and it is certainly reassuring to reflect that the surface indications in the streets are of very minor importance.

It would seem that if they were actually proof of serious trouble the damage to buildings would be much more general and pronounced than it is. For, relatively speaking, there is little pressure on the streets, and it is a fair assumption that the depths to which foundations are dug is generally below the stanger point. It is

true that the older buildings were not carried down to a perfectly solid base, but we are dealing now with surface appearances far above their basement floors. If these are significant of some great change that is going on under ground and building, how is it that the buildings, with all their great weight, have not shown the effect before?

Obviously there is no reason as yet to see from the city for safety, but the report of examining experts will be awaited with great interest and curiosity.

Law as to Acetylene Gas—Stringent measures to regulate the storage and compression of acetylene gas were adopted by the judiciary committee of the city council yesterday. The committee will recommend that an ordinance be passed requiring a license of \$300 a year from manufacturers of the gas, and that buildings in which acetylene gas is stored shall be absolutely fireproof, and shall be at least six feet compressed must be enclosed in a tank of some porous material.

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An engineer of the Lake Shore and Michigan Southern has perfected a novel apparatus, with which the road is now making practical tests. It is intended to cool the air in the train and at the same time to rid it of dust and other impurities. The application of the steam heating device already has guaranteed uniform temperature in winter.

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RECORD,
JULY 6, 1905.

Marshall Field of Chicago sailed for Liverpool to-day on the Oceanic. Mr. Field will go first to London, after which he expects to spend several weeks on an aerial voyage in a dirigible balloon in England and on the continent. All the accommodations on the Oceanic were taken the summer rush to Europe being at its height.

NEW YORK COMMERCIAL.
JULY 10, 1905.

Pullman cars are being equipped with larger window screens for summer service, for which travelers will be grateful.

NEWS.
JULY 10, 1905.

Passes and Public Officials.

Gov. Hanly of Indiana is the latest chief executive of a state to take a firm stand on the subject of railway passes. "The passes are said to be gratuitous," he declared in a recent address, "but if the returns to the corporations were not satisfactory at the end of the year the passes would be cut off. The fact that passes stop when officials retire from public office shows that the passes were given to the office and not the man."

The pass given by a private corporation to a public official is a bribe. The fact that there is no agreement to give an equivalent in return and that the transaction has come to be regarded as a mere act of courtesy renders the custom all the more insidious. The officeholder may have no intention of allowing any official act to be influenced by the favor he receives and still be affected in spite of himself. He is under obligations and, knowing that to be the case, he will either yield to the temptation to take a favorable view of the corporation's claims, whenever official action upon them is necessary, or if honest he may go to the other extreme and withhold benefits justly due. In either case he cannot act as a free agent so long as the sense of obligation remains with him. Free rides on railway trains are gifts, just as are free shoes or free groceries. They cost the road money, for they mean a loss of revenue to it. It is gratifying to see that this view of the matter is spreading, but sentiment on this question will not be wholly right until the opinion is universal that the acceptance of any form of gratuity by a public official is a disgraceful act.

TRIBUNE.
JULY 9, 1905.

SAFETY IN STEEL TRAINS.

RAILROAD MEN BELIEVE THEY
WILL WITHSTAND WRECKES.

Experiments Are Being Made by Several Lines with Metal Cars Which Do Not Collapse or Burn in Collision—Is Pointed Out That Loss of Life in Twentieth Century Disaster Would Have Been Less with New Style Coaches.

Now it is being talked about. Passenger coaches, steel sheathed from roof to underframe, capable of withstanding terrific pressure, eventually will take the place of the present style wooden coach, in express trains, according to the belief of some railroad men. Steel has been in use for several years in the construction of freight cars. The Erie is the first road to experiment in a small way with steel cars on passenger trains. But the Long Island railroad has ordered a number of the new style coaches, which will soon be in service, and other roads are watching the experiments with interest.

It is beginning to be realized that the introduction of high speed trains, operating over entire divisions without a halt, and at the rate of seventy-five to ninety miles an hour, calls for many changes in equipment. Locomotives have reached such a high state of development that it is no longer a question of getting enough speed out of them. Roadbeds have been leveled and ballasted. Vast sums of money have been spent in straightening out curves and installing automatic signals, all of which things have made it possible to operate eighteen hour trains.

New Equipment Needed Next.

But as the better roadbed and improved locomotives have resulted in speedier trains, so it is claimed by railroad men will the fast trains result in a change in the equipment. Railroad men say that if only the combination car, next to the engine, in the ill fated Twentieth Century train, which was wrecked at Mentor last month, had been built of steel, the loss of life would have been greatly reduced if not entirely eliminated.

It would have cost but little more to have built such a train as the Twentieth Century of steel instead of the finely grained and supposedly fireproof wood, with steel underframes. Even if the cost had been twice as great, it would have made little difference to the railroad or the Pullman company, which aimed to put out the fire train which money could buy. The wooden car was burned and its steel underframe twisted beyond resemblance of shape in the fire which followed derailment.

Fatalities Bring Steel Mail Car.

It was because of the increasing number of fatalities which have occurred in the railway mail service during the last five years that led to the building of the first steel car for use on passenger trains. The mail car occupies the most dangerous position on trains, next to the engine, and in nearly every wreck receives the brunt of the damage. In the last ten years accidents have resulted in the following loss in the service: Killed, 162; seriously injured, 801; others injured, 2,040.

In 1902 there were 22 killed in wrecks, of whom 8 were burned to death. In 1903 it was 11 killed and 3 burned to death. The post-office authorities kept after the railroads to furnish improved cars, and finally, as an experiment, the Erie had a steel car built. Tests made with it in car show it is satisfactory, and other cars for the same service are being built.

On the Interborough road, which operates the subways and elevated roads in New York, a large number of steel passenger coaches are in use, and the old wooden cars are being rapidly replaced. Collisions in the subway between rapidly moving trains have demonstrated that these steel cars are non-telescoping.

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to show this.**

NEWS.

JULY 10, 1905.

DEFECTS IN RAILROAD BUILDING.

One-half of the railroad disasters in this country are generally reported to be due to an open switch, although it sometimes happens, as at Mentor, O., that the switch was closed when the wreck occurred, showing a white light. Investigations of such disasters during the last thirty or forty years have never disclosed the principal causes to which railroad wrecks in this country are due—namely, first, the lack of double tracks for passenger traffic; second, the poor imitation of European switches; third, the placing of switches in the main track with their points toward the oncoming train. These are defects which the most ingeniously devised safety appliances cannot overcome.

To the lack of double tracks are due all head-on collisions. These are prevented by double tracks because they allow all trains on one track to run in one direction. Double tracks also have this advantage—all switches between them can be placed with their points from oncoming trains. In Europe it is the rule that switches be so placed, the engine passing the frog first and then the derail, an arrangement which enables the engine to swing the derail itself if wrongly placed. Such switches, of course, are never locked or do not require being locked. Moreover in Europe the switches are under the constant supervision of watchmen, a provision which is lacking in this country.

The point of the switches, or derails, is too thick, projecting one-eighth of an inch or more over the rail which it is to fit, instead of being flush with it. This small projection is frequently the cause of an engine being thrown off the track, especially when switches are in a curve of the main track, because the momentum of the train causes the engine to press against the outer rail with an enormous force, so that its wheel flanges creep up on the derail by means of the small projection mentioned above and throw it off the track. With switches in a straight track engines mount the derail less often. But even on a straight stretch of track an engine at high speed is reeling from one side to the other and jumping or pitching more or less, so that any small obstacle struck at an unfortunate moment may derail it. Thus the bluntness of the derail of the switch may have been the cause of the wreck at Mentor.

There are many other defects of track construction in this country contributing to disaster. The flimsy fastening of the rails to the ties permits the rails to spread. Another defect is the absence of bevels on the ties to give the rails a slight inclination to the inside. Again, there is a lack of proper elevation of the outer rail in a curve.

JOHN MAURICE,
Riverview, Ill.

INTER OCEAN.

JULY 18, 1905.

Altoona to Instruct Apprentices.
To 45 boys to become apprentices in the shops of the Pennsylvania company, the board of education of Altoona has adopted a special course of instruction in the high school of that city. The plan is indorsed by the Pennsylvania officials, who co-operate with the school authorities in preparing the new course of instruction.

TRIBUNE.

JULY 21, 1905.

Dividends Declared.

The Pullman company has declared the regular quarterly dividend of \$2 a share from net earnings, payable Aug. 1 to stockholders of record at the close of business July 21, 1905.

CHRONICLE.

JULY 24, 1905.

SUES THE PULLMAN COMPANY

Kansas Negro Wants \$2,000 for Being Ejected From Car.

(Special Telegram.)

TOPEKA, Kan., July 23.—W. H. Howard, a colored man, who runs a billiard hall in Fort Scott, has brought suit for \$2,000 damages against the Pullman company, alleging that he was forcibly ejected from one of the defendant's cars. Howard boarded a St. Louis and San Francisco train at Fort Scott and took a seat in the Pullman car.

Upon being requested by the conductor to move to another car, Howard answered that he had the money to pay the Pullman charges and had the right, therefore, to a seat in the car, just like any other man. Upon being ordered to move out at once he refused. Then, according to the story told by Howard, the conductor forcibly ejected him from the car.

This is the first suit of the kind ever brought in Kansas, and the decision will be awaited with interest. Whatever may be the outcome of the matter in the lower courts, it will be appealed.

TRIBUNE.

JULY 27, 1905.

ON THE LOCAL EXCHANGE.**MORE INVESTMENT SELLING IN NATIONAL BISCUIT.**

Norman B. Ream Is Said to Be Disposing of the Stock He Came Into Possession of on the Formation of the Company—Chicago Subway Reaches 82 and Closes at the High Price—Pneumatic Tool Also Advances—Erie Dividend.

National Biscuit common became firmer yesterday, with the preferred remained steady at 112. Practically all the preferred sold was by King, Hodogeny & Co. It was understood to be stock of investors. On the floor of the exchange it was said J. H. Wrenn & Co. were buyers. It transpired, however, that the firm had not made any purchases. There was a story in the street that Norman B. Ream had been selling stock. Mr. Ream is a director in the company. Whether he may not have been selling on this decline, there is good information that he has parted with much of the stock which he came into possession of at the time of the formation of the company. He is understood to have sold his Biscuit stock much in the same manner that he disposed of his shares in the Corn Products company, of which he is also a director.

Chicago Subway reached 82, and closed at the high price. Chicago Pneumatic Tool for a few small lots advanced from 45 to 45. The bonds, however, sold at 70%. This quotation is a decline. A short time ago the bonds sold at 72.

TRIBUNE.

JULY 28, 1905.

YELLOW FEVER AT NEW ORLEANS.

It is manifest that the local medical authorities at New Orleans did not anticipate a yellow fever visitation. The city has been exempt for several years and exemption fosters indifference. It used to be the custom in New Orleans to keep an eye on Havana, for it was from that quarter that disease was most likely to come. Cuba is no longer a source of danger, and Central America has taken its place.

The trade between Colon and the fruit shipping Central American states and New Orleans has increased greatly, but too little attention seems to have been paid to the possibility of yellow fever creeping in with bananas, tamarindos, and other tropical products. A quarantine was declared finally against passengers from some points known to be infected, but it came too late. Some men who had the germs of the disease in his system was allowed to get into the city, and the present epidemic is the result. Probably this year's lesson will not be forgotten. Hereafter when yellow fever is reported on the isthmus of Panama or at the Belize the medical officers will be on their guard.

The disease is spreading in New Orleans and probably has made its way to points outside the city. It got so good a start in New Orleans that it was to be expected. The authorities and leading citizens of that place have not been thrown into a panic, but are meeting the situation intelligently as well as courageously. In the old days frost was considered the only effective enemy of the disease, and it was expected to bang on until that came. Now that it is

believed the extermination of mosquitoes will stop a yellow fever epidemic it is not necessary to wait for cold weather—there is something which can be done in midsummer. The health authorities and citizens of New Orleans say they mean to test the mosquito theory to the limit and stamp out the fever if possible.

There is a great deal of mosquito breeding territory in and around New Orleans, and the campaign against the pests will be an arduous one. A recent report of the agricultural department detailing the losses of farmers through insects speaks discouragingly of the prospect of gaining a victory over them. Man can exterminate elephants, lions, or buffaloes, if he set his mind to it, but the tiny creatures of earth which reproduce their kind in enormous numbers are apt to be too much for him. The battle in New Orleans between man and the mosquito will be followed with interest by Americans, whether they live within or without the yellow fever belt. All hope that man may win.

NEWS.

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Kansas Negro Wants \$2,000 for Being Ejected From Car.

[Special Telegram.]

TOPEKA, Kan., July 23.—Will Howard, a colored man, who runs a billiard hall in Fort Scott, has brought suit for \$2,000 damages against the Pullman company, alleging that he was forcibly ejected from one of the defendant's cars. Howard boarded a St. Louis and San Francisco train at Fort Scott and took a seat in the Pullman car.

Upon being requested by the conductor to move to another car, Howard answered that he had the money to pay the Pullman charges and had the right to reserve a seat in the car, just like any other man. Upon being ordered to move out at once, he refused. Then, according to the story told by Howard, the conductor forcibly ejected him from the car. This is the first suit of the kind ever brought in Kansas, and the decision will be awaited with interest. Whatever may be the outcome of the matter in the lower courts, it will be appealed.

TRIBUTE.

JULY 27, 1905.

ON THE LOCAL EXCHANGE.**MORE INVESTMENT SELLING IN NATIONAL BISCUIT.**

Norman B. Ream is Said to Be Disposing of the Stock He Came Into Possession of on the Formation of the Company—Chicago Subway Reaches \$2 and Closes at the High Price—Pneumatic Tool Also Advances—Erie Dividend.

National Biscuit common became firmer yesterday, while the preferred remained steady at 112. Practically all the preferred sold was by King, Hodenpyl & Co. It was understood to be stock of investors. On the floor of the exchange it was said J. H. Wrenn & Co. were buyers. It transpired, however, that the firm had not made any purchases. There was a story in the street that Norman B. Ream had been selling stock. Mr. Ream is a director in the company. While he may not have been selling on this decline, there is good information that he has parted with much of the stock which he came into possession of at the time of the formation of the company. He is understood to have sold his Biscuit stock much in the same manner that he disposed of his shares in the Corn Products company, of which he is also a director. Chicago Subway reached \$2 and closed at the high price. Chicago Pneumatic Tool for a few small lots advanced from 44 to 45. The bonds, however, sold at 70%. This quotation is a decline. A short time ago the bonds sold at 72.

TRIBUTE.

JULY 28, 1905.

YELLOW FEVER AT NEW ORLEANS.

It is manifest that the local medical authorities at New Orleans did not anticipate a yellow fever visitation. The city has been exempt for several years and exemption fosters indifference. It used to be the custom in New Orleans to keep an eye on Havana, for it was from that quarter that disease was most likely to come. Cuba is no longer a source of danger, and Central America has taken its place.

The trade between Colon and the fruit shipping, Central American states and New Orleans has increased greatly, but too little attention seems to have been paid to the possibility of yellow fever creeping in with bananas, tamarinds, and other tropical products. A quarantine was declared finally against passengers from some points known to be infected, but it came too late. Some men who had the germs of the disease in his system was allowed to get into the city, and the present epidemic is the result. Probably this year's lesson will not be forgotten. Hereafter when yellow fever is reported on the isthmus of Panama or at the Belize the medical officers will be on their guard.

The disease is spreading in New Orleans and probably has got its way to points outside the city. It was good a start in New Orleans that that was to be expected. The authorities and leading citizens of that place have not been thrown into a panic, but are meeting the situation intelligently as well as courageously. In the old days frost was considered the only effective enemy of the disease, and it was expected to hang on until that came. Now that it is

believed the extermination of mosquitoes will stop a yellow fever epidemic. It is not necessary to wait for cold weather—there is something which can be done in midsummer. The health authorities and citizens of New Orleans say they mean to test the mosquito theory to the limit and stamp out the fever if possible.

There is a great deal of mosquito breeding territory in and around New Orleans, and the campaign against the pests will be an arduous one. A recent report of the agricultural department detailing the losses of farmers through insects speaks discouragingly of the prospect of gaining a victory over them. Man can exterminate elephants, lions, or buffaloes, if he acts his mind to it, but the tiny creatures of earth which reproduce their kind in enormous numbers are apt to be too much for him. The battle in New Orleans between man and the mosquito will be followed with interest by Americans, whether they live within or without the yellow fever belt. All hope that man may win.

RECORD.
JULY 28, 1905.

FLEE FROM PEST-RIDDEN CITY

Those Who Are Able Are Leaving New Orleans, Says Chicagoan.

"Everyone in New Orleans who is not an 'immune' and who can pay his fare is getting out of New Orleans."

Summing up his review of conditions in the plague-stricken city of the South in the foregoing sentence, George G. Fletcher, head of the firm of George Fletcher & Co., 672 West Madison street, who has been in New Orleans since last night, said what he declared to be an unbiased account of the effect of the pestilence as he viewed it during a two days' stay.

Mr. Fletcher arrived in the city over the Illinois Central at 9:30 o'clock last night.

"When I went to New Orleans the reports regarding yellow fever there were so far from alarming that I decided to risk it," he said.

"Far from being exaggerated, as has been charged, the reports in the Chicago papers have been comparatively incomplete. Just before I boarded a train a physician who knows told me that, although the official report of cases for Monday was 138, another figure 'I placed before that' means more than 1,000 cases on that date."

"The crew that took our train out of New Orleans was changed at Harahan, La., a short distance north. Once on the train we hardly could put our noses out of the windows until after we had passed the Tennessee line. From New Orleans to Tennessee it got to be quite a common sight to see two or three men at the stations armed with rifles and eager every railroad agent to get out of the train."

AUG.
TRIBUNE. 2-05.

MUST LICENSE BUFFET CARS.

Gov. Haaly of Indiana Seeks to Collect Liquor Tax in Every County from Railroads.

Reports, Ind., Aug. 1.—[Special.]—In accordance with Gov. Haaly's reform administration, Monroe county has started suit against the Monon railroad to require the payment of a liquor license to the county. A portion on the road was fined recently for selling a bottle of beer to the county without a license. The railroad has carried the case to the higher courts, where it is being watched with interest by every railroad traversing the state. If the road loses the case it will mean that every buffet car must have a license for each county through which it passes.

CHRONICLE.
AUGUST 8, 1905.

SENATOR CLARK 'IMPROVING

Montana Millinaire 'is Regaining Strength and Soon Will Travel.

New York, Aug. 7.—Unltd States Senator William A. Clark of Montana, who on July 15 underwent an operation for the removal of a brain abscess, today left his apartment at 175 West Fifty-eighth street for the first time since the operation. Accompanied by a nurse the senator drove in Central park for twenty minutes. It was said at the house that Senator Clark was rapidly regaining his normal condition and that he would now drive out each pleasant day until his strength was sufficient to permit him to travel, when he would leave the city.

EVE. POST.
AUG. 14, 1905.

BARBER'S WIT SAVES LIFE

HURLS RAZOR AWAY IN CRISIS.

When Golden State Limited Jumps the Track Ackermann Has Blade at Banker Anderson's Jugular but Hurls It Away.

Chris Ackermann, barber, may be dying at the Alexian Brothers' Hospital, but he has the satisfaction of knowing that he saved the life of W. J. Anderson, a banker of Alamogordo, N. Mex., by realizing what to do in a crisis.

Ackermann was the barber on the Golden State Limited of the Rock Island Railway which was wrecked at Columbus Junction, Iowa, last Wednesday. As a railway barber Ackermann has been making special trips over the country for a great many years. When in Chicago he holds down the second chair in the Palmer House and has many relatives in the city.

Last Wednesday noon Banker Anderson walked into the library car of the Golden State Limited and thence to the barber-shop. Taking his seat in the chair he said to Ackermann:

"I want a long shave and a good shave. If you shave me well you may shampoo me."

BARBER WAS ALERT.

He never got the shampoo. Ackermann was shaving him and had the razor close to his jugular vein just as the car left the tracks and turned two somersaults. Ackermann, through his long experience in shaving people on railway trains, had taught himself the trick of throwing his razor into his towel basket the instant he felt the air applied suddenly to the brakes or noticed something unusual in the motion of the train. In this way he guarded against accidental killing of any patron by himself.

Wednesday as he felt the first motion of the car off the rails, he threw his razor into the towel basket and caught hold of the barber chair. The next instant he was under the chair and buried in the wreckage of the car, Banker Anderson being on top of him, and the two men so mixed up with the debris that axes were necessary to chop them out. Both were brought to Chicago.

Anderson is at the Wesley Hospital with three fractured ribs and is to be operated on to-day.

ACKERMANN HALF PARALYZED.

Ackermann at the Alexian Hospital is paralyzed from his hips down, and the doctors in charge of his case are doubtful if he would survive an operation. He is

conscious, and despite his suffering pleased that he did not cut the throat of his customer.

"I had the razor," he said, "on the most ticklish part of the throat when the first lurch of the car came, but my old force of habit in railway work led me to throw it away from the throat and into the basket. The next instant it seemed to me that every part of the car was lifting me, and when I came to I found Anderson locked in my arms and the chair and everything else heaped over us. We laid there some time before the rescuers got to us. I would like to live for the sake of my wife, and I hope the doctors will pull me through."

Ackermann is one of the best-known barbers in Chicago and is a man of fine character.

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AUGUST 11, 1905.

An attack has been made upon the Pullman Company's right to operate its café and collect fares in Colorado, because of its alleged refusal to pay incorporation fees aggregating \$22,170.

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TRIBUNE, AUG. 2-05

MUST LICENSE BUFFET CARS.

Gov. Hanly of Indiana Seeks to Collect Liquor Tax in Every County from Railroads.

Report, Ind. Age 1.—[Special.]—In accordance with Gov. Hanly's reform administration, Monroe county has started suit against the Monroe railroad to require the payment of a liquor license to the county. A porter on the road was fined recently for selling a bottle of beer in a county without a license. The railroad has carried the case to the higher courts, where it is being watched with interest by every railroad traversing the state. If the road loses the case it will mean that every buffet car must have a license for every county through which it passes.

CHRONICLE,
AUGUST 8, 1905.

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Montana Millionaire is Regaining Strength and Soon Will Travel.

New York, Aug. 2.—United States Senator William A. Clark of Montana, who on July 15 underwent an operation for the removal of a brain abscess, today left his apartments at 125 West Fifty-eighth street for the first time since the operation. Accompanied by a nurse the senator drove in Central park for twenty minutes. It was said at the house that Senator Clark was rapidly regaining his normal condition and that he would now drive out each pleasant day until his strength was sufficient to permit him to travel, when he would leave the city.

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EXAMINER.
AUG. 18, 1905.

By craft and guile the forces of the Chicago Sanitary District have captured the Twenty-Second street bridge for the Chicago General Railway Company and war is on.

STREET CAR PASSENGERS FERRIED BY HUNDREDS ACROSS CHICAGO RIVER

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AUG. 18, 1905.

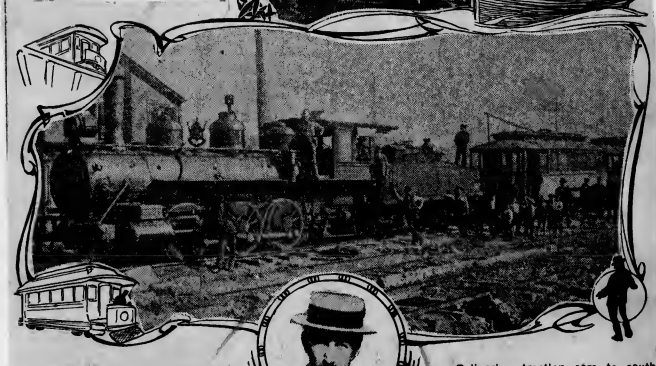
MRS. GEORGE M. PULLMAN IS ILL IN NEW JERSEY

Prostrated by Shock of Son's Death; Serious Consequence is Feared.

LONG BRANCH, N. J., Aug. 18.—Mrs. George M. Pullman is prostrated at her Ocean avenue home by news of the death in California of her only surviving son, Walter Sanger Pullman. She has been ill with gastritis for a week and the shock of her son's death, it is feared, may have a serious effect on her malady.

Walter Sanger Pullman was the sole surviving son of George M. Pullman, the sleeping car millionaire, and with his death the Pullman name passes away. The widow and two daughters remain to enjoy his wealth, which was divided his two wayward sons.

Ferryboat of the General Electric Railway which conveys passengers across the river.



Delivering traction cars to south side of bridge via Chicago & Alton Railway in charge of Yardmaster William Brown.



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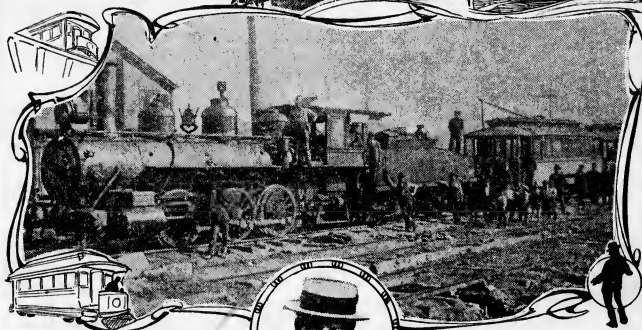
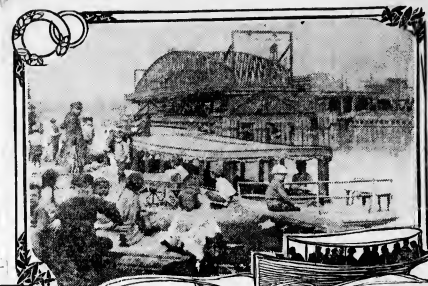
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SUPERB NEW FAST TRAIN

Pennsylvania System Starts an Elegant Flyer for New York.

Elegant simplicity, both in line and in the decorative color scheme, which has been observed throughout, characterises the new fast train on the Pennsylvania system which left the Union station yesterday afternoon at 2:45 on its initial trip to New York under the established eighteen-hour schedule. Ostentation has been carefully avoided and there is not observable in the four Pullman coaches a dispensable bit of ornamentation.

Officials of the road say that its avoidance of unnecessary upholstery is the outgrowth of a general demand on the part of the traveling public, whose taste is becoming each year more fastidious. A maximum of comfort with a minimum of show represents the idea of the builders of the new equipment.

The new Pennsylvania flyer for the east consists of a club car, a diner and two sleeping coaches, the rear one including an observation platform protected by an awning. In case of heavy travel officials say that an additional sleeper may be added, thus increasing the running time between Chicago and New York. During ordinary seasons the train is expected to accommodate upwards of fifty passengers, though its capacity is flexible. In addition to the regular sleeping car, accommodations each coach is fitted up with several staterooms for those who desire greater privacy in their accommodations.

Rich Interior Furnishings.

The paneling and woodwork throughout is of mahogany in a lustrous shade of dark red. The club car, which is said by officials to be one of the finest in commission, is furnished with green-hued leather couches and chairs and includes a washroom of ample dimensions designed to fill a long-felt want on the part of the traveling public.

Two innovations are represented in the equipment. The first and most important is an English turbine engine for the generation of electricity used in lighting the train. This turbine supersedes the old three-piston engine, which is said to have operated at a pleasant vibration to the forward coach, in which it is installed. The turbine, which makes 4000 revolutions a minute, does not result in the slightest oscillation or jar and is said to add to the security of travel.

The second innovation is a cunningly devised reading lamp placed at the head of each berth. The lamp is fixed to the under side of a convex slide which fits neatly into the paneling of the car when closed. A brass button which releases the spring throws the lamp forward into position when in use.

Railroad Entertains Guests.

As a preliminary to the new train's departure upon its initial trip under the eighteen-hour schedule high officials of the Pennsylvania system, with officials of the Pullman company and representatives of the press, were guests of the Pennsylvania road at a passenger served on board the diner. General Passenger Agent Moody acted as host, accompanied the Pennsylvania road at a passenger served on board the diner. General Passenger Agent C. K. Kimball welcomed the road's guests at noon and conducted them through the train for a general inspection. Among those present for the Pullman company were General Manager Richmond Dean, General Superintendent J. L. Hungerford, Assistant Superintendent F. M. Rootwick and E. M. Westcott, superintendent of dining car service.

While the new train left for its first fast trip yesterday, the old train has been run over the road once on slow schedule as a "warning up" process to insure immunity from hot box and other ailments. The new coaches are said to have cost \$2,000,000.

The Pennsylvania's is Hoop Train.

Originally "The Pennsylvania Special," was a twenty-hour train from Chicago to New York, but the completion of "double tracks of steel all the way" and other extensive and costly improvements justified the cutting of two hours from the original schedule.

This was done, and today we have "The Pennsylvania Special," called by some the "Flying New Yorker," running over the Pennsylvania Short Line from Chicago to New York in eighteen hours, leaving Chicago every day at 2:45 p. m.

This incomparable train, equipped with the Pullman company's "latest and best," is patronized largely by business men of Chicago and the West who desire to make a quick trip between the two great commercial centers of the country—Chicago and New York. It meets their requirements and is rapidly coming into popular favor.

Ticket and passenger agents are at Clark street, Chicago.

**TRIBUTE.
 AUG. 22, 1905.**

Fine Cars are Exhibited.

The new equipment for the "Pennsylvania special" arrived in Chicago yesterday, and after being exhibited in the Union station for several hours left at 2:45 for the regular run to New York. The train consists of four coaches besides the dining car, and there are four trains, all new and all duplicates of the one which left here yesterday. The total cost of this new equipment is \$2,000,000.

The combined observation and compartment car is one of the handsomest as well as best appointed in the service of any road. In the compartments every convenience is provided, including electric curling iron heaters for the women passengers. The upholstery is tapestry. The combination smoker and baggage car also contains several improvements. The bathroom, which is immediately behind the barber shop, is finished in white tile, ceiling and all, and contains a shower as well as solid porcelain tub. The train is lighted by 600 electric light, operated from a direct connected turbine generator in the baggage car.

HUNDREDS SEE "NEW GLORY"

Splendid New Train on the C. & A. Railroad Inspected by Throngs at Union Station

"New Glory" made its debut today. "New Glory" is not a society mite, but a train—one of an octet on the Chicago & Alton railroad—heralded to the world as the highest product of the car builder's art. Hundreds of railroad officials and their families, professional people, newspaper men, and curious travelers thronged the Union passenger station, where the reception was held, and viewed the beauties of the creation with admiration.

"New Glory" is termed a five-car train, although made up of six palatial cars. One, the nearest to the locomotive, is devoted to mail rather than the accommodation of the traveling public, and, therefore, is not counted. The next in order is a combination baggage and smoking car, 73½ feet long, finished in ash, quarter-sawn oak and ebony, with highly decorative inlaid work.

Two palace chair cars follow, the "Chenoa" and "Alton." Both are equipped with comfortable lounging chairs upholstered in rich green leather with brasses and carpets of the same hue to add harmony of color. The woodwork of these proved a revelation in Mexican mahogany of an orange hue. Figured veneers in the ceilings, and art glass complete the decorations.

The dining car, the "Springfield," attracted attention both because of its beauty and the excellence of the menu served to guests this noon. Tempting viands and palate tickling libations were served amid strikingly home-like surroundings.

The "Springfield" is 62½ feet long and includes a kitchen, refrigerating room, pantry, and dining room laid out along new lines. East India mahogany, such as is ordinarily used merely for car trimmings, forms the basis of the decorations, with vermilion wood trimmings, art panels, and opalescent glass and bronze electrolites. The general effect is a deep red.

The observation parlor car Illinois harmonizes with the palace chair cars and brings up the rear.

The "New Glory" is one of the eight trains that will enter into regular service on the Chicago & Alton railroad tomorrow as eight-hour trains between Chicago and St. Louis. Four will start from each terminal daily. The equipment throughout is identical on each.

SUPERB NEW FAST TRAIN

Pennsylvania System Starts an Elegant Flyer for New York.

Elegant simplicity, both in line and in the decorative color scheme, which has been observed throughout, characterizes the new fast train on the Pennsylvania system which left the Union station yesterday afternoon at 2:45 on its initial trip to New York under the established eighteen-hour schedule. Ostentation has been carefully avoided and there is not observable in the four Pullman coaches a dispensable bit of ornamentation.

Officials of the road say that this avoidance of unnecessary ostentation is the outgrowth of a general demand on the part of the traveling public, whose taste is becoming each year more fastidious. A maximum of comfort with a minimum of show represents the idea of the builders of the new equipment.

The new Pennsylvania flyer for the east consists of a club coach, a diner and two sleeping coaches, the rear one including an observing platform protected by an awning. In addition sleeper fly officials say that an additional sleeper may be added without increasing the running time between Chicago and New York. During ordinary seasons the train is expected to accommodate upward of fifty passengers, though its capacity is flexible. In addition to the sleeping car accommodations each coach is fitted up with several staterooms for those who desire greater privacy in travel.

Rich Interior Furnishings.

The paneling and woodwork throughout is of mahogany in a lustrous shade of dark red. The club car, which is said by officials to be one of the finest in commission, is furnished with green-lined leather couches and chairs and includes a washroom of ample dimensions designed to fit a long-felt want on the part of the traveling public.

Two innovations are represented in the equipment. The first and most important is an English turbine engine for the generation of electricity used in lighting the train. This turbine supersedes the old three-piston engine, which is said to have imparted an unpleasant vibration to the forward coach, in which it is installed. The turbine, which makes 4,000 revolutions a minute, does not result in the slightest oscillation or jar and is said to add to the comfort of travel.

The second innovation is a cunningly devised reading lamp placed at the head of each berth. The lamp is designed to sit under the side of a convex shield, which fits neatly into the paneling of the car when closed. A brass button which releases a spring returns the lamp forward into position when in use.

Railroad Entertains Guests.

As a preliminary to the new train's departure upon its initial trip under the eighteen-hour schedule high officials of the Pennsylvania system, with officials of the Pullman company and representatives of the press, were guests of the Pennsylvania road at a luncheon served on board the diner. General Passenger Agent Moody and Assistant General Passenger Agent C. L. Kimball welcomed the road's guests at noon and conducted them through the train for a general man company were General Manager William Dorn, General Superintendent J. M. Hungerford, Assistant Superintendent J. B. Bortwick and E. M. Westlock, superintendent of dining car service.

While the new train left for its first fast run yesterday, the coaches have been run trip yesterday, the coaches have been run over the road once on slow schedule as a "warming up" process, and prominently from hot box and other mishaps. The new coaches are said to have cost \$22,000 each.

The Pennsylvania's 18 Hour Train.

Originally "The Pennsylvania Special," was a twenty-hour train from Chicago to New York, but the completion of "double tracks of steel all the way" and other extensive and costly improvements justified the cutting of two hours from the original schedule.

This was done, and today we have "The Pennsylvania Special," called by some the "Flying New Yorker," running over the Pennsylvania Short Line from Chicago to New York in eighteen hours, leaving Chicago every day at 2:45 p. m.

This incomparable train, equipped with the Pullman company's "latest and best," is patronized largely by business men of Chicago and the West who desire to make a quick trip between the two great commercial centers of the country—Chicago and New York. It meets their requirements and is rapidly coming into popular favor.

Ticket and passenger agents at Clark street, Chicago.

TRIBUNE.

AUG. 22, 1905.

Fine Cars Are Exhibited.

The new equipment for the "Pennsylvania special" arrived in Chicago yesterday, and after being exhibited in the Union station for several hours left at 2:45 for the regular run to New York. The train consists of four coaches besides the dining car, and there are four trains, all new and all duplicates of the one which left here yesterday. The total cost of this new equipment is \$250,000.

The combined observation and compartment car is one of the handsomest as well as best appointed in the service of any road. In the compartments every convenience is provided, including electric curling iron heaters for the women passengers. The upholstery is tapestry. The combination smoker and baggage car also contains several improvements. The bathroom, which is immediately behind the barber shop, is finished in white tile, ceiling and all, and contains a shower as well as solid porcelain tub. The train is lighted by 800 electric lights, operated from a direct connected turbine generator in the baggage car.

HUNDREDS SEE "NEW GLORY"

Splendid New Train on the C. & A. Railroad Inspected by Thousands at Union Station

"New Glory" made its debut today. "New Glory" is not a society mule, but a train—one of an octet on the Chicago & Alton railroad—heralded to the world as the latest product of the car builders' art. Hundreds of railroad officials and their families, professional people, newspaper men, and curious travelers thronged the Union passenger station, where the reception was held, and viewed the beauties of the creation with admiration.

"New Glory" is termed a five-car train, although made up of six palatial cars. One, the nearest to the locomotive, is devoted to mail rather than the accommodation of the traveling public, and, therefore, is not counted. The next in order is a combination baggage and smoking car 73½ feet long, finished in ash, quarter-sawn oak and ebony, with highly decorative inlaid work.

Two palace chair cars follow, the "Chenoa" and "Alton." Both are equipped with comfortable founding chairs upholstered in rich green leather with Brussels carpets of the same hue to add harmony of color. The woodwork of these presents a revelation in Mexican mahogany of an orange hue. Figured veneers in the ceilings, and art glass complete the decorations.

The dining car, the "Springfield," attracted attention both because of its beauty and the excellence of the menu served to guests this noon. Tasting menus, served amid strikingly home-like surroundings.

The "Springfield" is 63½ feet long and includes a kitchen, refrigerating room, pantry, and dining room laid out along new lines. East India mahogany, such as is ordinarily used merely for car trimmings, forms the basis of the decorations, with vermilion wood trimmings, art panels, and opalescent glass and bronze electrols. The general effect is in a deep red.

The observation parlor car Illinois harmonizes with the palace chair cars and brings up the rear.

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AMONG THE RAILWAYS

Alton's New Daylight Special
Train to St. Louis Is
Placed on View.

PULLMAN SHOPS BUILDERS.

Artistic Worth and Luxurious-
ness Unite in Equipment of
Modern Rail Palace.

There was placed on exhibition to-day at the Union depot by the Chicago and Alton Road a complete new outfit for its daylight special trains between Chicago and St. Louis. The new equipment was built by the Pullman company, and represents the very latest conceptions of perfection entertained by that company.

Each of the trains consists of six cars—a United States mail car, a composite baggage and smoking car, a chair car, a dining car and two Pullman parlor cars, one of which is designed more especially for men, and has a large smoking compartment and buffet. The chair car, besides being not exclusively so, has a drawing-room and a large shaded observation platform. The composite baggage and smoking car is 73½ feet long, 14½ feet high and 10 feet wide. The smoking compartment is finished in selected quarter-section native oak, inlaid and paneled, with polished oak arched and leather-upholstered seats at each end, and fitted with oak reclining chairs of new and distinct pattern, cushioned in green Spanish leather. Wide observation windows are surmounted by gables of leaded art glass.

The chair car has a ribbed fitted smoker and seats for sixty-four persons. It is 72½ feet long, and of the same dimensions otherwise as the composite car forward. Here the finish is in Mexican mahogany, and the ate strip of busy brasses. The chairs are of special pattern, seats standing on four legs and affording ample space for hand luggage. The backs, cushioned in Spanish leather and carrying each a pillow roll of the same material, are automatically adjustable to the position of the passenger.

Thirty persons can be accommodated at one time in the dining car. It is trimmed in East Indian mahogany, a rich redwood that proves highly effective. The furniture matches the woodwork, and wall sconces are of statuary bronze. The pantry and kitchen are of standard Pullman design, noteworthy attention having been paid to cold storage and refrigeration for perishable stores and wines.

Both types of parlor cars are finished in "vermillion" mahogany, like the dining car; but from the top of the window panel upward white buckram, stenciled with a fringe of poppies and an edging of green and gold, and paneled off green, white and cream beams, produces an entirely new effect. The chairs are in golden-brown velours, and the carpet of green and white. They are of the same dimensions as the dining car. The men's car seats thirty-three, the other thirty-four persons.

Another prominent feature of the new cars is that they are all equipped with the Foreyth automatic air brake and steam coupler, which is claimed to solve absolutely the problem of automatically coupling and uncoupling the air and steam pipes on railway cars, so that it will be no longer necessary for trainmen to risk life and limb by going between the cars for any purpose. The need of such an automatic air and steam coupler has long been felt. The rubber coupler which has been in use automatically, and railroad managers have been at search for years for a suitable substitute for them by which the risks and other objections attending their use could be got rid of for all time. That substitute, it is believed, has now been found in the Foreyth automatic air and steam coupler.

The Foreyth device is all metal and consists of a coupler head in the face of which are three openings, one for the air connection, one for the steam and one for the signal. Back of the head and supporting the same is a cone-shaped spring attached to a baron, which is securely fastened to the stem of the drawbar. The connection with the central pipe line are made by means of flexible metallic joints, which allow free movement, to correspond with variations in level of cars and conditions on curves. An automatic drip, located in the rear of the head, releases condensed steam when pressure is off and prevents freezing.

When coupled, the springs are compressed by the union of the car couplers, so that sufficient pressure is exerted upon the heads to hold them closely together and prevent leakage. For coupling to be not an emergency head is provided, to which hose connection can be readily made. On account of the method of attachment of the couplings and uncoupling takes place at all times in unison with the same movements of the car coupler without the hand of man, thus saving the time now consumed in connecting and disconnecting the rubber hose in making up trains and distributing cars. In the event of breaking in two the couplings disengage without damage to any of the parts and at the same time cause the application of the brake.

The use of this device will render easy the coupling up of all the air through the entire train, and will be the means of doing away with the form of accident known as "buckling," or the derailment of cars in the body of a train caused by the impact of the rear cars with those in front when a train is brought to a sudden stop.

If all the cars of a freight train were equipped with the automatic air coupler, no waste time or effort would be required in making up the whole train, and if all of the cars were thus coupled up all the brakes would be set at once in case of any breaking, or in event of a sudden stop for any reason, the cars being all "apped at once," there would be no "buckling" or "bumping" of accidents from this cause.

An advantage in favor of the Foreyth device is that the steam connection is ever in place ready for use in cold days of early autumn or late spring. From cars equipped with rubber hose the steam connection is often taken off and laid away in summer, and the need of warmth in the fall is often felt before it is replaced in the fall.

The Situation in New Orleans.

The authorities of New Orleans believe they have checked the spread of yellow fever and that they can maintain the present control of the disease. In a total of 1,444 cases there have been 218 deaths. This is not considered alarming in view of the fact that in 1903 there were in New Orleans 1,000 deaths from tuberculosis, 651 from heart diseases, 445 from pneumonia, 618 from Bright's disease, 235 from cancer, 119 from typhoid fever. From 1879 to 1903 there were 407 deaths from yellow fever, the largest number, 298, occurring in 1897.

There were 19 deaths from yellow fever in 1879, 2 in 1880, 4 in 1881, 1 each in 1882, 1883, 1885, and 1889; 205 in 1897, 23 in 1898, and 23 in 1899. There were no deaths in fourteen of the twenty-five years covered by statistics.

This is the record, and the health officers insist that, counting fatalities from yellow fever, the death rate in New Orleans is low and has been lower for the last four years than ever before. For example, the death rate per thousand population was 29.26 in 1881, 28.30 in 1900, 24.74 in 1890, 21.24 in 1901, 21.30 in 1902, 21.15 in 1903, and 20.98 in 1904. The death rate, counting only the white population, was 13 per thousand in the last four years.

The health department of New Orleans denies that the city is a yellow fever center, and points to the fact that of the 167,280 deaths in twenty-five years only 407 were from yellow fever, while 1,958 were from typhoid fever, 10,449 from pneumonia, and 21,944 from tuberculosis. The health department denies also that New Orleans was in condition favorable to the spread of yellow fever last July.

Great pains had been taken in 1903 to persuade the people to protect their children and themselves against the pest-bearing mosquito, and to take proper precautions to guard against the yellow fever and against the smallpox. The latter has proved more of a scourge to the city than the yellow fever. The smallpox epidemic of 1883 extended over three years, 415 persons dying in 1883, 1,260 in 1884, and 292 in 1885. The disease was then stamped out, and there were only three deaths from smallpox in the next ten years. In 1896, however, there were 238 deaths from smallpox, 448 in 1890, and 62 in 1901. But there was no panic over the scourge.

The federal, state, and municipal officers at New Orleans agree that panic has contributed to the spread of yellow fever this year. They have acted together to allay panic and to secure control of the disease. They report that they have, in a measure, restored public confidence, and that with proper cooperation of citizens they can maintain control of the fever. Certainly the authorities and the citizens of New Orleans have made a good fight against the disease, and they are justified in asking fair judgment on the part of other cities.

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Each of the trains consists of six cars—a United States mail car, a composite baggage and smoking car, a chair car, a dining car and two Pullman parlor cars, one of which is designed more especially for men, and has a large smoking compartment and buffet. The other parlor car is designed exclusively for women, has a drawing-room and a large shaded observation platform. The composite baggage and smoking car is 73½ feet long, 14½ feet high and 10 feet wide. The smoking compartment is finished in selected quarter-sawned native oak, inlaid and paneled, with polished oak arches and leather-upholstered settees at each end, and fitted with oak reclining chairs of new and distinct pattern, cushioned in green Spanish leather. Wide observation windows are surmounted by gables of leaded art glass.

The chair car has a richly fitted smoker and seats for sixty-four persons. It is 72½ feet long, and of the same dimensions otherwise as the composite car forward, except the finish is in Mexican mahogany, and the side strip of body brussels. The chairs are of special pattern, each standing on four legs and affording ample space for hand luggage. The backs, cushioned in Spanish leather and carrying each a pillow roll of the same material, are automatically adjustable to the position of the passenger.

Thirty persons can be accommodated at one time in the dining car. It is trimmed in East Indian mahogany, a rich redwood that proves highly effective. The furniture matches the woodwork, and upholstering and carpet are in green. Window mullions, as elsewhere, are in warm-tinted opalescent glass, and electric fans and enamel covers of statutory bronze. The pantry and kitchen are of standard Pullman design, noteworthy attention having been given to cold storage and refrigeration for perishable stores and wines.

Both types of parlor cars are finished in "vermillion" mahogany, like the dining car; but from the top of the window panel upward white buckram, stenciled with a frieze of poppies and an edging of green and gold, and paneled off with a cream-colored frieze, produces an entirely new effect. The chairs are in golden-brown velours, and the carpet of green. The dining car is of the same dimensions as the dining car. The men's car seats thirty-three, the other thirty-four persons.

Another prominent feature of the new cars is that they are all equipped with the Forsth automatic air brake and steam coupler, which is claimed to solve absolutely the problem of automatically coupling and uncoupling the air and steam pipes on railway cars, so that it will be no longer necessary for trainmen to risk life and limb by going between the cars for any air and steam coupler has long been felt. The rubber couplers which have been in use for years could not be made to work automatically, and railroad managers have sent a search for years for a suitable substitute for them by which the risks and other objections attending their use could be got rid of for all time. That substitute, it is believed, has now been found in the Forsth automatic air and steam coupler.

The Forsth device is all metal and consists of a coupler head in the face of which are three openings, one for the air connection, one for the steam and one for the signal. Back of the head and supporting the same is a cone-shaped spring attached to a brace, which is securely fastened to the stem of the drawbar. The connection with the metal pipe lines are made by means of flexible metallic joints, which allow free movement to correspond with variations in the height of cars and conditions on curves. An automatic drip, located in the rear of the head, releases condensed steam when pressure is off and prevents freezing.

When coupled, the springs are compressed by the union of the car couplers, so that sufficient pressure is exerted upon the heads to hold them closely together and prevent leakage. For uncoupling to any emergency hand is provided, which hose connection can be readily made. On account of the method of attachment the count of coupling and uncoupling take place at all times in unison with the same movements of the car coupler without the hand of man, thus saving the time now consumed in connecting and disconnecting the rubber hose in making up trains and distributing cars. In the event of breaking in two the couplings disengage without damage to any of the parts and at the same time cause the application of the brake.

The use of this device will render easy the coupling up of all the air through the entire train, and will be the means of doing away with the form of accident known as "buckling," or the derailing of cars in the "body" of a train caused by the impact of the rear cars with those in front when a train is brought to a sudden stop.

If all the cars of a freight train were equipped with the automatic air coupler, no waste time or effort would be required in making up the whole train, and if all of the cars were thus coupled up all the brakes would be set at once in case of a sudden stop for any reason, the cars being all "popped" at once, there would be no "bumping" and hence no risk of accidents from this cause.

An advantage in favor of the Forsth device is that the steam connection is ever in place ready for use in cold days of early autumn or late spring. On cars equipped with rubber hose the steam connection is often taken off and laid away in summer, and the need of warmth in winter is often felt before it is replaced in the fall.

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There were 19 deaths from yellow fever in 1879, 2 in 1880, 4 in 1882, 1 each in 1885, 1884, 1885, and 1886; 298 in 1897, 27 in 1898, and 27 in 1899. There were no deaths in fourteen of the twenty-five years covered by statistics.

This is the record, and the health officers insist that, counting fatalities from yellow fever, the death rate in New Orleans is low and has been lower for the last four years than ever before. For example, the death rate per thousand population was 29.20 in 1881, 28.50 in 1886, 24.74 in 1890, 21.24 in 1901, 21.90 in 1902, 21.15 in 1903, and 20.98 in 1904. The death rate, counting only the white population, was 13 per thousand in the last four years.

The health department of New Orleans denies that the city is a yellow fever center, and points to the fact that of the 167,280 deaths in twenty-five years only 407 were from yellow fever, while 1,088 were from typhoid fever, 10,449 from pneumonia, and 21,974 from tuberculosis. The health department denies also that New Orleans was in condition favorable to the spread of yellow fever last July.

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in the next ten years. In 1890, however, there were 238 deaths from smallpox, 448 in 1900, and 52 in 1901. But there was no panic over the scourge.

The federal, state, and municipal officers at New Orleans agree that panic has contributed to the spread of yellow fever this year. They have acted together to allay panic and to secure control of the disease. They report that they have, in a measure, restored public confidence, and that with proper cooperation of citizens they can maintain control of the fever. Certainly the authorities and the citizens of New Orleans have made a good fight against the disease, and they are justified in asking fair judgment on the part of other cities.

CHRONICLE.
AUG. 23, 1905.

WILL SPEND \$12,000,000

Lake Shore and New York Central
to Improve Train Service.

Following the receipt from the Pullman company yesterday of complete new equipment for the Twentieth Century Limited for the complete new equipment of every through train on the system of those roads, which will mean an expenditure of more than \$12,000,000.

According to the statements of the Pullman company officials the new equipment of the Twentieth Century Limited is the most perfect and modern passenger American workmanship and the work therein is considered the most expert. In addition to special features upon every car included in the new equipment of the eight-hour train, a telephone service has been completed upon the observation cars of the Twentieth Century, which will enable the passengers to communicate from the car with their homes or places of business and the Lake Shore or the train or they can be reached in the car by calling the Lake Shore exchange. The Lake Shore Limited will also be equipped with the telephone service.

The additional order for new equipment for every through train on the system includes the building of a number of modern coaches, dining cars, buffet library cars, baggage cars, cafe coaches and observation cars. President Newman, Vice President Brown and Passenger Traffic Manager Brown with experts of the system, have directed the preparation of the plans for the new equipment. The new equipment for all the through trains is due to be finished by next spring. The work is to commence at once.

EXAMINER.

AUG. 23/05.

THE
DINING
CARRIES
OFF
THE
WORKING
OF
THE
SCHEDULE.

New York Central Lines to
Inaugurate Telephone Service
on the Twentieth Century
and Lake Shore Limited.

Passenger Traffic Manager Daly of the Lake Shore announced yesterday that \$1,000,000 would be spent in new equipment for this line's Twentieth Century Limited train between Chicago and New York. Chief among the new conveniences will be a telephone service, not only to the Twentieth Century, but to the Lake Shore Limited. For thirty minutes preceding the departure of either of these trains there will be telephone communication between the train and not only any part of Chicago but wherever the long-distance telephone operates. Desk telephones will be placed at the observation ends of the trains and the service to any number in Chicago will be free. Outside calls will take the usual toll. The New York Central Lines have placed an order for the building of modern coaches, baggage cars, diners and buffet library cars to equip every through train on the system.

CHICAGOAN AND GUARD CLASH

George Baird of Pullman Company
Arrested in Atlantic City.

ATLANTIC CITY, N. J., Aug. 19.—George W. Baird of the Pullman Car Company of Chicago and a visitor at the Hotel Windsor was arrested on the beach to-day following a altercation with a life guard who had ordered Mrs. Baird and a nurse to replace a life buoy that they had taken from a stand on the beach.

When Mr. Baird had settled the trouble over the buoy he turned and took a snapshot of the guard for further identification for complaint to Mayor Story, head of the guard force, and this led to a further argument that ended by the guard placing the railroad man under arrest and sending him to the police station in a patrol wagon.

When he reached headquarters Mr. Baird was worked up to a high pitch of anger and insisted that he would sue the city for damages for the arrest, but he was compelled to put up cash bail for his release pending a before evening hearing before the recorder to-night. Hotel men and railroad officials who knew Mr. Baird, had interceded in the matter and the charge was withdrawn by the police department. Mr. Baird has decided to allow the matter to drop and will make no attempt to secure damages for his arrest.

INTER OCEAN.

AUG. 24, 1905.

NEW YORK CENTRAL PLANS ELECTRIFICATION OF SYSTEM

Purchase of Large Power Plant at Niagara Falls Confirms Belief of Contemplated Change in Operation.

Special Dispatch to The Inter Ocean.

NEW YORK, Aug. 23.—One of the largest and most significant railway deals in recent years was the purchase by the New York Central railroad interests of vast electric power at Niagara Falls. Although no verification of the assertion can be secured, it is practically admitted that the Central is laying out electrically not only its suburban lines, but its entire net work of railways, extending over some 8,000 miles.

This will mean a revolution of the railway business and the realization of a dream of many years. It will mean faster travel, noiseless travel and travel without dust and pany at Niagara Falls sold 60,000 electric horse-power to the New York Central railway. Preceding this deal was the general published and undisputed announcement that closed outright the corporate rights of the Niagara Lockport and Ontario Power company. This concern had only a charter, how can construct a plant, consolidation with Niagara that is as much of a consolidation with Niagara as possible between two concerns holding charters from two different governments.

CHRONICLE.
AUG. 23, 1905.

ALTON TRAIN IS PALATIAL

New St. Louis Limited Is Marvel
of Comfort and Luxury.

Luxuries which have hitherto been enjoyed exclusively by patrons of the Pullman company will be obtainable by all travelers to-day, when the Chicago and Alton railroad puts on its new train between Chicago and St. Louis. On the new train passengers who pay only the regular fare will get nearly all of the comforts enjoyed by the Pullman parlor cars. The motto of the Alton, "Every comfort of travel and no excess fare," has been lived up to in equipping the new train, which is to take the place of the old Alton limited, leaving Chicago at 11:25 a. m. and St. Louis at 12:25 a. m. every day.

The new cars which are to make up the new Alton limited were on exhibition yesterday afternoon at the Union depot. More than 100 railroad men and friends of the Alton took advantage of the opportunity to inspect them and were entertained by the road.

Cars Are Gorgeous.

There are seven of the new cars in Chicago and seven more like them in St. Louis. All are triumphs of the modern car designer's art. Each is equipped with electric dynamo and is lighted and heated by electricity and all the conveniences of modern car design of their type in the country.

Of the seven cars two are reclining chair cars. These are designed in Mexican mahogany, a most effective orange-colored wood. The ceilings are square decked and are composed of panels of light green colored wood.

The chairs in these cars are colored wood in green leather and are of a new type. They are so constructed that they can be tilted to adjust them, being fitted with a ratchet which enables passengers to change their position by a simple movement of the body.

In addition to the two regular chair cars there is a reclining smoking and baggage car on each train, fitted up nearly in the same manner as the others. The chairs in the smoker are upholstered in red leather instead of green, however. An angle stool in the front part of the smoking car is one of the features of the coach.

Luxurious Dining Car.

The dining car on the train is one of the most commodious that has ever been turned out. It seats thirty persons at one time and is sixty-two and one-half feet long. The dining car is finished in "vermillion"—an East Indian mahogany. Gold trim, green and opalescent hues of green and gold, soft white center hues and stately bronze electrolators are other features of the dining car.

There are two parlor cars on each train, one of which is also an observation car. These cars, like the diners, are finished in "vermillion." Richly upholstered chairs, any one of which would grace the parlor of the most pretentious mansion, are placed in the two parlor cars. The observation car has a buffet and a smoking apartment and is furnished with a writing desk and a library. The seventh car on the train is a mail car, which is fitted up in a style appropriate to the rest of the train.

Electric fans are placed in all the cars and are lighted by the power is generated by the train itself, the axes act as dynamos.

All of the cars are fitted with the new Forsyth brakes and automatic couplers. These couplers make it unnecessary for a brakeman to go between the cars and are considered as the most perfect yet turned out.

Pennsylvania Has New Train.

The Pennsylvania railroad is to complete the Alton in finishing luxurious accommodations to its passengers. The Pennsylvania will make up its eighteen-hour flyer of new cars tomorrow. These cars have just been turned out by the Pennsylvania and will replace those which formerly made up the flyer. The Pennsylvania flyer will be in train tomorrow. It will make its first trip at 2:45 o'clock Monday afternoon.

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AUG. 23, 1905.

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to Improve Train Service.

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According to the statements of the Pullman company officials the new equipment of the Twentieth Century Limited is the most perfect and modern of any American workmanship and the work thereon is considered the most expert. In addition to special features upon every car included in the new equipment of the eighteen-hour train, a telephone service has been completed upon the observation cars of the Twentieth Century, which will enable the passengers to communicate from the car with their homes or places of business until the departure of the train or they can be reached in the car by calling the Lake Shore exchange. The Lake Shore Limited will also be equipped with the telephone service.

The additional order for new equipment for every through train on the system includes the building of a number of modern coaches, dining cars, buffet library cars, baggage cars, cafe coaches and observation cars. President Newman, Vice President Brown and Passenger Traffic Manager Brown with experts of the system, have directed the preparation of the plans for the new equipment. The new equipment for all the through trains is due to be finished by next spring. The work is to be commenced at once.

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AUG. 23/05.

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TO WOOD, IN
ONE MINUTE.

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Passenger Traffic Manager Daly of the Lake Shore announced yesterday that \$1,000,000 would be spent in new equipment for this line's Twentieth Century Limited train between Chicago and New York. Chief among the new conveniences will be a telephone service, not only to the Twentieth Century, but in the Lake Shore Limited. For thirty minutes preceding the departure of either of these trains there will be telephonic communication between the train and any number in Chicago will be wherever the long-distance telephone operates. Desk telephones will be placed in the observation ends of the trains and the service to any number in Chicago will be free. Outside calls will take the usual rate. The New York Central lines have placed an order for the construction of modern coaches, baggage cars, diners and buffet library cars which will equip every through train on the system.

CHICAGOAN AND GUNN CLASH

George Baird of Pullman Company
Arrested in Atlantic City.

ATLANTIC CITY, N. J., Aug. 19.—George W. Baird of the Pullman Car Company of Chicago and a visitor at the Hotel Windsor was arrested on the beach to-day following an altercation with a life guard who had ordered Mrs. Baird and a nurse to replace a life buoy that they had taken from a stand on the beach.

When Mr. Baird had settled the trouble over the buoy he turned and took a snapshot of the guard for further identification for complaint to Mayor Story, head of the guard force, and this led to a farther altercation that ended by the guard placing him to the police station and sending him to jail on cash bail for his release pending a before evening judicial trial.

When he reached head quarters Mr. Baird was worked up to a high pitch of anger and insisted that he would sue the city for damages for the arrest, but he was compelled to let the evening judicial trial go to-night. Further hearing before the recorder to-night, hotel men and railroad officials who knew Mr. Baird, had interceded in the matter and the case was withdrawn by the police department. Mr. Baird was directed to allow the matter to drop and will make no attempt to secure damages for his arrest.

INTER OCEAN.

AUG. 24, 1905.

NEW YORK CENTRAL PLANS ELECTRIFICATION OF SYSTEM

Purchase of Large Power Plant at Niagara Falls Confirms Belief of Contemplated Change in Operation.

Special Dispatch to The Inter Ocean.
NEW YORK, Aug. 23.—One of the largest and most significant railway deals in recent years was the purchase by the New York Central railroad interests of vast electric power at Niagara Falls. Although no verification to electricity that the Central lines, but its entire net work of railways, extending over some 8,000 miles.

This will mean a revolution of the railway business and the realization of the dream of noiseless travel and travel without dust and cinders. On Aug. 16 the Ontario Power company at Niagara Falls sold 60,000 electric power. Preceding this deal was the general established and undisputed announcement that the New York Central interests had purchased outright the corporate rights of the Niagara, Lookout and Ontario Power company. This concern had only a charter, however, and some time must elapse before it can construct a plant. The consolidation with Niagara Falls that is as much of a consolidation with regard to the two concerns having charters from two different governments.

CHRONICLE.
AUG. 23, 1905.

ALTON TRAIN IS PALATIAL

New St. Louis Limited Is Marvel
of Comfort and Luxury.

Luxuries which have hitherto been enjoyed exclusively by patrons of the Pullman company will be obtainable by all travelers to-day, when the Chicago and Alton railroad puts on its new train between Chicago and St. Louis. On the new train passengers who pay only the regular fare will get nearly all of the comforts enjoyed by the Pullman patrons. The motto of the Alton, "Every comfort of travel and no excess fare," has been lived up to in equipping the new train, which is to take the place of the old Alton limited, leaving Chicago at 11:25 a. m. and St. Louis at 12:32 a. m. every day.

The new cars which are to make up the new Alton limited were on exhibition yesterday noon at the Union depot. More than 100 railroad men and friends of the Alton took advantage of the opportunity to inspect them and were entertained by the road.

Cars Are Gorgeous.

There are seven of the new cars in Chicago and seven more like them in St. Louis. All are triumphs of the modern car designer's art. Each is equipped with electric dynamos and is lighted and heated by electricity and all call equal in their equipment of any cars of their type in the country.

Of the seven cars two are reclining chair cars. These are made in Mexican mahogany, a most effective orange-colored wood. The ceilings are square decked and are composed of panels of light green-colored wood.

The chairs in these cars are upholstered in green leather and are of a new type. They are so constructed that it is not necessary to adjust them, being fitted with a stiff spring which enables passengers to change their position by a simple movement of the body.

In addition to the two regular chair cars there is a combination smoking and baggage car on each train, fitted up in the same manner as the others. The chairs in the smoker are upholstered in red leather in the front part of the smoking car is one of the features of the coach.

Luxurious Dining Car.

The dining car on the train is one of the most commodious that has ever been turned out. It is sixty-two and one-half feet long, and is finished in "vermillion"—an East Indian mahogany. Gone are the old-fashioned carpet and stately bronze electric rollers are replaced by the new type of rollers.

There are two parlor cars on each train, one of which is also an observation car. These cars, like the diners, are finished in "vermillion." Richly upholstered chairs, any one of which would grace the parlor of the most pretentious mansion, are placed in the two parlor cars. The observation car has a buffet and a smoking compartment and is furnished with a writing desk and a library.

The seventh car on the train is a mail car, which is fitted up in a style appropriate to the rest of the train.

Electric fans are placed in all the cars and are all lighted by the power is generated by the train itself, the axles acting as dynamos.

All of the cars are fitted with the new Forsyth brakes and automatic couplers.

These couplers make it necessary for a brakeman to go between the cars and are considered as the most perfect yet turned out.

Pennsylvania Has New Train.

The Pennsylvania railroad is to compete with the Alton in furnishing luxurious service to its passengers. The Pennsylvania will make up its eighteen-hour flyer of new cars tomorrow. These cars have just been turned out of the shops and will replace those which formerly made up the flyer. The Pennsylvania will exhibit its new train tomorrow. It will make its first trip at 7:45 o'clock Monday afternoon.

CHRONICLE.
AUG. 23, 1905.

WILL SPEND \$12,000,000

Lake Shore and New York Central
to Improve Train Service.

Following the receipt from the Pullman company yesterday of complete new equipment for the Twentieth Century Limited eighteen-hour train of the Lake Shore and New York Central lines, which cost more than \$1,000,000, a new order has been placed for the complete new equipment of every through train on the system of those roads, which will mean an expenditure of more than \$12,000,000.

According to the statements of the Pullman company officials the new equipment of the Twentieth Century Limited is the most perfect and modern possible in American workmanship and the work thereon is considered the most expert. In addition to special features upon every car included in the new equipment of the eighteen-hour train, a telephone service has been completed upon the observation cars of the Twentieth Century, which will enable the passengers to communicate from the car with their homes or places of business in the city, and from the train or they can be reached in the car by calling the Lake Shore exchange. The Lake Shore Limited will also be equipped with the telephone service.

The additional order for new equipment for every through train on the system includes the building of a number of modern coaches, dining cars, buffet library cars, baggage cars, cafe coaches and observation cars. President Newman, Vice President Brown and Passenger Traffic Manager Daly, with experts of the system, have directed the preparation of the plans for the new equipment. The new equipment for all the through trains is due to be finished by next spring. The work is to commence at once.

EXAMINER.
AUG. 23/05.

HELLO, DEAR, OFF
TO NEW YORK
MORE FREELY.

New York Central Lines to
Inaugurate Telephone Service
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and Lake Shore Limited.

Passenger Traffic Manager Daly of the Lake Shore announced yesterday that \$1,000,000 will be spent in new equipment for this line's Twentieth Century limited train between Chicago and New York. Chief among the new conveniences will be a telephone service, not only on the Twentieth Century, but to the Lake Shore Limited. For thirty minutes preceding the departure of either of these trains there will be telephone communication between the train and any part of Chicago but wherever the long-distance telephone operates. Desk telephones will be placed in the observation ends of the trains and the service to any number in Chicago will be free. Outside calls will take the usual toll. The New York Central lines have placed an order for the new equipment of modern coaches, baggage cars, diners and buffet library cars to equip every through train on the system.

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When Mr. Baird had settled the trouble over the buoy he turned and took a snapshot of the guard for further identification. He was arrested by the guard for complaint to Mayor Street, head of the guard force, and this led to a further argument that ended by the guard pleading the man under arrest and sending him to the police station in a patrol wagon.

When he reached head quarters Mr. Baird was worked up to a high pitch of anger and insisted that he would sue the city for damages for the arrest, but he was compelled to put up with bail for his release pending a further hearing before the recorder to-night. Before evening influential friends, including hotel men and railroad officials who knew Mr. Baird, had interceded in the matter and the charges were withdrawn by the police department. Mr. Baird has decided to allow the matter to drop and will make no attempt to secure damages for his arrest.

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Special Dispatch to The Inter Ocean.
NEW YORK, Aug. 23.—One of the largest and most significant railway deals in recent years was the purchase by the New York Central railroad interests of vast electric power at Niagara Falls. Although no verification of the assertion can be secured, it is practically admitted that the Central is, in fact, preparing to electrify not only its suburban lines, but its entire net work of railroads, extending over some 8,000 miles.

This will mean a revolution of the railway business and the realization of a dream of many years. It will mean faster travel, reduced travel and travel without dust and snarl at Niagara Falls and 60,000 electric horse-power to the New York Central railroad. Preceding this deal was the generally published and undisputed announcement that the New York Central interests had purchased outright the corporate rights of the Niagara Lockport and Ontario Power company. This concern had only a charter, now can construct a plant. A consolidation with range that is as much of a consolidation with range as possible between two concerns holding charters from two different governments.

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Of the seven cars two are reclining chair cars. These are fitted in Mexican mahogany and are most effective orange-colored wood. The ceilings are square decked and are composed of panels of green-colored wood.

The chairs in these cars are upholstered in green leather and are of a new type. They are so constructed that it is unnecessary to adjust them, being fitted with a sliding motion which enables passengers to change their position by a simple movement of the body.

In addition to the two regular chair cars there is a combination smoking and baggage car on each train, fitted up nearly in the same manner as the others. The chairs in the smoker are upholstered in red leather instead of green, however. An angle nook in the front part of the smoking car is one of the features of the coach.

Luxurious Dining Car.

The dining car on the train is one of the most commodious that has ever been turned out. It seats thirty persons at one time and its floor is finished in "vermillion"—an East Indian mahogany. Cotton window glass in oval-car and stately bronze electroliers are other features of the car.

There are two parlor cars on each train, one of which is also an observation car. These cars, like the dining car, are finished in "vermillion." Richly upholstered chairs, any of which would grace the parlor of the most pretentious mansion, are placed in the two parlor cars. The observation car has a buffet and a smoking apartment and is furnished with a writing desk and a library.

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The Pennsylvania railroad is to compete with the Alton in furnishing luxurious accommodations to its passengers. The Pennsylvania will make up its eighteen-hour flyer of new cars tomorrow. These cars have just been turned out of the shops and will replace those which formerly made up the flyer. The Pennsylvania will exhibit its new train tomorrow. It will make its first trip at 2:30 o'clock Monday afternoon.

ABUSE OF RAILWAY PASSES DISCLOSED

Following Discharge of Stenographer in Santa Fe President's Office, Fraud Involving Probably \$10,000 Becomes Known.

COMPANY'S LAX SYSTEM IS HELD RESPONSIBLE FOR LOSS

Officials of Other Roads Declare That Had Closer Track Been Kept of Certificates, Abuse Would Have Been Prevented.

Apparent loose business methods in the office of the president of the Santa Fe railroad system have resulted in great misuse of the passes of that company and of passes issued by many other railroads on properly signed requests from the office of President Ripley of the Santa Fe.

It is now known that more than \$2,000 worth of transportation had been misused, but the exact amount will not be known until the Santa Fe has received replies to letters which have been sent to a large number of Eastern and Western railroads asking them to send a complete statement of the passes which have been issued on account of the Santa Fe since Jan. 1 last.

The amount out of which the Santa Fe and other railroads have been defrauded through the misuse of passes probably will exceed \$10,000.

O. C. Olsen, for the past four years a stenographer in the office of President Ripley of the Santa Fe, was discharged last Tuesday, after confessing that he had given to various persons a large number of passes of the Santa Fe and other railroads. He admitted that he had disposed of about \$1,000 worth of passes issued by the Erie railroad alone, and before leaving the Santa Fe paid to it \$180, which he claimed was all the money he had. He denied that he sold the passes and claimed that he had given them away.

Receipts of Passes.

Among the persons known to have received passes from Olsen are John E. Morrison, treasurer of the Morrison Bill Posting company, which makes a specialty of theatrical billposting; Horace W. Wigney, car record clerk of the Schwarzschild & Sulzberger Packing company; and William Russell, treasurer of the Marlowe theater.

W. B. Jansen, assistant to the president of the Santa Fe, said yesterday that Wigney got about \$1,500 worth of passes, Morrison about \$500 worth, and Russell about \$500 worth.

"The only pass I got from Olsen was one to Burlington, Wis., over the Wisconsin Central road," said Mr. Morrison yesterday. "The cost of a ticket to Burlington and return is only \$2, and I am sure I was connected with the office of the president of the Santa Fe and thought it was all right for him to get passes."

Santa Fe officials claim that Wigney disposed of most of the passes he secured from Olsen to bookmakers and others connected with horse racing. Unsuccessful efforts have been made to get the Santa Fe to compel a number of persons to whom it had raised the passes which they received from Olsen. It is stated that some Olsen men pay for the passes they got, on condition that they would not be exposed or prosecuted by the Santa Fe.

Had Confidence in Olsen.

W. B. Jansen, assistant to the president of the Santa Fe, reluctantly admitted yesterday that Olsen had misused a large amount of transportation and had been discharged from the service of the company.

"I regarded Olsen as my ward, and said the most implicit confidence in him," said Mr. Jansen. "He had free access to the books of the passes, which were counter-signed in blank by President Ripley, E. J. Ziegel, and me, and also to the printed forms which we use in making requisitions on our roads for passes. He handled passes of other road and exchange passes for years, and we never thought of keeping a check on him. When a pass came in from another road it was usually passed over to Olsen, to be sent to the proper person. We do not intend to prosecute him."

When first questioned Mr. Jansen said: "I do not think all the passes misused by Olsen would amount to \$1,000." A few minutes later, however, an assistant reminded him that he had on his desk memoranda of more than \$1,000 worth of passes issued by Olsen, with many railroads to bear from.

Other Railway Officials Surprised.

The confidential letter sent by President Ripley to other railroads requesting them to send a detailed statement of passes issued by them on account of the Santa Fe since Jan. 1 caused a sensation among the higher railway officials. They knew that the Santa Fe should have a complete record of every pass issued, and the request from it for such information made it certain that there was a scandal over passes in President Ripley's office.

The question which worried every other railroad was, How many of its passes had been misused which were issued on the request of the Santa Fe. Much indignation was expressed that the Santa Fe had failed to take proper precautions to protect other railroads from being swindled out of passes.

Whether the Santa Fe will reimburse them for the passes which they issued on that company's official requisition, and were misused by Olsen, remains to be seen. If blank requisitions fully counter-signed by authorized persons had not been placed by wholesale in a stenographer's hands he would not have been tempted to get passes from other roads and sell or give them away, so officials of other roads say.

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Stenographer in Santa Fe Offices "Issues" Transportation to Friends.

LOSS MAY REACH \$10,000.

Accused Man Says He Gave Away Tickets Without Monetary Consideration.

Thousands of dollars' worth of transportation has been taken by Ole C. Olsen, stenographer in the office of E. P. Ripley, president of the Atchafalaya, Topoke and Santa Fe railroad, and distributed by him among four or five of his friends in the city.

The discovery was made accidentally a few days ago, and President Ripley immediately set on foot an inquiry to find out how much by the transportation of other roads had been irregularly issued at the request of Olsen, and how much Santa Fe transportation he has put out. Already \$1,000 worth of \$3,000, with many roads still to hear from, and it is not unlikely that the amount will reach \$10,000 or even more.

Olsen says the transportation was given gratuitously and because he wanted to be a good fellow with his friends. The railroad men who made this discovery are skeptical about his explanation, considering the amount of transportation involved, but they have no proof that Olsen received any money. The fact remains that out of his own pocket Olsen has made good \$180 to the Erie railroad out of the \$600 worth of transportation he obtained on that line.

Those Who Received Transportation.

So far as has been discovered the transportation was given by Olsen to the following men: Horace M. Wigney, car record clerk of Schwarzschild & Sulzberger; John E. Morrison and A. J. Dillon, traveling salesman and cashier of the Illinois theater; and William Russell, manager of the Marlowe theater. All assert that they supposed Olsen had a right to give them the transportation and that no monetary consideration was involved.

Olsen did not confine his operation to the Santa Fe, but issued tributes from nearly every road entering Chicago. One of the other roads the Erie was the worst hit, \$900 worth of transportation having been issued upon Olsen's request. Other roads known to be on Olsen's list are the Northwestern, Rock Island, Wisconsin Central, Illinois Central, Alton, Monon, Milwaukee and St. Paul, and the Lake Shore.

It first became known in railroad circles that something was wrong about the transportation issued to the Santa Fe when the passenger department of every road entering Chicago received a request from Mr. Jansen to check upon the transportation which has been issued since the first of the year, since which time it has been under the charge of Mr. Jansen. Inquiry elicited the facts that the discovery of Olsen's methods was purely accidental and that it came to the notice of Mr. Jansen that a certain person not entitled to it was holding a pass on the Santa Fe. Search of the office records brought the whole thing to Olsen's door, and it was said by Mr. Jansen yesterday that he had confessed.

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The Chicago & Alton's New Equipment.

The Alton Limited, in service between Chicago and Saint Louis and known all along the route as "Old Glory," has been succeeded by a train of new cars, which the company has quite appropriately named "New Glory." The new Alton Limited is a 5-car daylight train from Chicago south, with an exact duplicate from Saint Louis north, each section making its 284-mile trip in eight hours. To meet traffic demands an extra palace chair car for each section is held in reserve. The train made its first schedule run on Sunday, August 20, but its formal dedication occurred on Saturday afternoon preceding, when Mr. George J. Charton, general passenger agent of the Chicago & Alton, gave a reception aboard the new train at the Chicago union station, first to personal acquaintances and to friends of the Alton and later to the general public. The normal train includes, besides the mail car, a combination baggage and smoking car, a reclining chair car, a dining car, a parlor car and a parlor and observation car, all of the latest Pullman Company design. The foremost car of the new train is a 73½-foot coach, the baggage compartment trimmed in ash, and the long smoking compartment in selected quartersawn native oak, inlaid with ebony and whitewood. Features of the car are the polished double crossbeams overhead; the lightly finished panels, set with frosted electric bulbs; the multicolored Gothic windows; the natural wood chairs, upholstered in green Spanish leather, and the arched inglenook at each end of the car, with its leather settees. Instead of the ordinary arched deck roof, in these coaches all lines are square, giving an impression of roominess.

In the chair car the interior finish is in Mexican mahogany and orange colored wood, the effect of which is strengthened by mild contrast with the figured veneer panels of the square decked ceiling, done in two hues of light green. A body Brussels carpet of soft tone and green leather upholstered chairs complete the color scheme. The seats are of entirely new design. They stand each on four legs, a feature that allows abundance of room underneath for hand luggage. The back of the seat, which is on a pivot at the bottom, is fitted with a stiff spring, so that it automatically adjusts itself to whatever may be the position of the passenger.

Vermilion, an East Indian mahogany, has been utilized for the interior finish of the dining car. Statuary bronze electrolers hang from overhead panels and are set in the panels between the windows. The wide windows are surmounted by glass of Gothic design, of green and gold hues. The mahogany chairs are upholstered in green leather and the carpet is soft Wilton. The tables on one side are of a size suitable for two and on the other side are intended for four persons. In both the regular parlor car and the observation parlor car that completes the train, as in the dining car, "vermillion" mahogany is the principal wood chosen for interior finish, but variety has been gained by novelty of treatment. The mahogany appears only in a paneled and inlaid wainscot, high enough to enclose the wide observation windows. Then comes a frieze of cream-tinted buckram, edged with pea green and gold, and carrying a conventional design of pink poppies completely around the car. A similar contrast of white against mahogany is carried out in the roof deck and ceiling. Here, as throughout the train, the composition flooring excites noise and vibration from the running gear.

The ample smoking room of the observation car is finished in English oak and its broad windows are set in amber glass. Beyond the buffet, a mahogany arch gives entrance to the observation drawing room, and at the end of the car and of the train is the broad observation platform. The usual conveniences which the traveler now expects to find on a modern train are nowhere lacking on the Alton's new

Two Verdicts Concerning the Mentor Accident.

As a result of the inquest in the disaster to the Twentieth Century Limited train at Mentor Station, O., on the Lake Shore road, held in Cuyahoga County, at Cleveland, Coroner Siegelstein has announced the following remarkable verdict:

"I find that the Twentieth Century Limited train was wrecked by running through an open switch at full speed, at the Mentor station, on the night of June 21, 1905, at about 9:25 o'clock, thus causing the deaths of F. J. Brandt of Toledo, S. C. Beckwith of New York City, James H. Gibson of Chicago, A. L. Rodgers of Dayton, D. E. Arler of Milwaukee, A. F. Head of London, England; J. A. Bradley of Akron, Harry H. Wright of Chicago, Charles Wellman of Cleveland and Allen Tyler of Collinwood (the 10 of the 19 wreck victims who died in Cuyahoga County).

"I also find that the said switch was opened by Walter F. Miner, the night telegraph operator in charge of the station. I reach this finding by deduction, i. e., after having read over the notes on the testimony taken at the Painesville inquest, which I attended, and the testimony taken at my own inquest. I find that the time (according to observations taken by this office) from which the headlight of the Twentieth Century Limited train is seen approaching from the depot platform at Mentor, until it reaches the switch, is a maximum of 31 seconds. During this brief period of time, if Mr. Miner did not throw the switch on the night of June 21, and another person did, then that person must have appeared at the key, removed the lock, taken the coupling pin out, turned the switch, put the coupling pin in place again, placed the lock in the hole of the coupling pin, locked the lock, and disappeared—a physical impossibility, in my opinion. In the 500 folios of typewritten testimony taken at my inquest there appears not one word tending to show the presence of anyone but Miner, who was in charge of the station that night, in the immediate vicinity of the depot or the switch immediately preceding the wreck or afterward. Hence I can only come to the conclusion, which is reinforced by other points of the evidence, that Walter F. Miner opened the switch, but whether he did so of his own volition or by telegraphic orders of a superior officer, I am not prepared to say."

It will be seen that this finding is based entirely on presumptive evidence. The officials of the Lake Shore road state that they have not been able, after thorough investigation, to find proof as to the person who threw the switch. The coroner's jury for Lake County, sitting at Painesville, where the accident occurred, is still pursuing investigations and is not ready to render a verdict.

The railroad commissioner of Ohio has made public his report of the investigation into the accident, finding that it was caused by an open switch which had been locked in that position. He does not attempt to fix the responsibility for the open switch. The commissioner recommends that facing point switches on railroads having two or more tracks be eliminated, and that semaphore signals be erected on single track railroads in connection with facing point switches. He also recommends that the leads of passing tracks be lengthened, lessening the degree of curvature so as to reduce to a minimum the danger of throwing trains entering the track at high speed from the rails.

FIVE CENT FARE ON I. C.

Officers of Road Figuring on Reducing "Suburban" Rates.

HOPE TO HOLD THE BUSINESS.

Action Forced by Competition of the South Side "L" Road.

Competition at last has forced the Illinois Central from its pinnacle of independence in the matter of suburban service, which it has occupied for years by reason of its advantage in location. The road now is preparing to make substantial reductions in fares as far south as Sixty-third street in order to keep its patrons away from the south side elevated line.

Although they are not ready yet to make definite announcements of their new schedule of rates, the executive officers of the railroad have held many conferences, and it is said to be practically decided that a 5 cent fare will be made between Randolph street and all points as far south as Sixty-third street. It is possible that other features will be introduced, such as stopping express trains at Thirty-ninth and Forty-third streets and Kenwood. The railroad officials have decided they must offer extra inducements in order to counteract the effect of the new extension of the "alley L."

Fear Loss of the Business.
"We must do something to keep our business, or else we will be closed down our suburban service," said a railroad official. "I know the matter has been the subject of many conferences, but I do not think that the details have been worked out yet, nor will they be until after Vice President Harahan and other executive officers return from their vacations, which will not be for a month or six weeks. Until then, of course, no definite announcement can be made."

The reduction to a 5 cent fare extending, as it will as far south as Sixty-third street, will make a big inroad into the income account of the Illinois Central, but it is held that this is the only way it can hold the business.

Another advantage which the elevated road will have, and which will be attractive to the present patrons of the Illinois Central, is the express service from Forty-third street during the rush hours, as soon as the third track is completed. The Illinois Central already has learned that the elevated can take business away, and the receipts from the Sixtieth and Sixty-third street stations have fallen off markedly since the completion of the elevated across Sixty-third street.

Railroad Patrons Will Profit.
The saving to the patrons of the Illinois Central through the proposed rate reduction will be considerable. It also will be of great benefit to the property owners. Two kinds of commutation tickets are used by the regular patrons of the Illinois Central—the twenty-five ride ticket and what is known as the monthly ticket, which is good for fifty-four rides if used in the month for which the ticket is bought. The twenty-five ride ticket is the more popular, and in the long run patrons find them to be as cheap as others.

The following rates per ride apply to stations between Thirty-ninth and Sixty-third streets, inclusive:

Station.	25 rides.	Monthly.
Forty-ninth	5 cents	5 cents
Forty-third	4 1/2 cents	5 cents
Kenwood (stop)	7 1/2 cents	6 cents
Fiftieth street	8 cents	6 cents
Forty-third street	8 1/2 cents	7 cents
Forty-seventh street	10 cents	7 1/2 cents
Sixtieth street	10 cents	8 cents
Sixty-third street	10 cents	8 cents

It was said that among the details which still must be worked out is the question as to whether to charge a straight 5 cent fare or to sell only commutation tickets at that rate.

"The Pennsylvania Special."

"The Pennsylvania Special" is the Pioneer 18 Hour train from Chicago to New York, was placed in service on the eleventh of June last and has made a remarkable record as to the promptness with which its fast schedule has been maintained.

It leaves Chicago every day at 2:45 p. m., returning it leaves New York every day at 8:45 p. m., running back to Chicago in 18 hours. This "Flying New Yorker" as it is sometimes called, is clearly the Business Man's train. In operation on justly being classed with the big things which are constantly being done by the Pennsylvania Railroad System—representing "The Standard Railroad of America."

"The Pennsylvania Special" runs from Chicago to New York on double tracks of steel all the way, which are rock ballasted and remarkably free from dust. Its Equipment is the newest and best that the Famous Pullman Company has ever turned

Directors of the American Steel Foundries met Wednesday, but only routine business was considered. Resolutions passed by resignation of Hill consideration in the near future.

The Berkshire plant of the American Car and Foundry Company has been notified that the contract for 1,000 iron wheels for use on the Japanese government and that these will be built in Berkshire.

Big Orders for Rails.

Authorities in the iron market assert that the rail mills of the country will carry over 100 orders for from 300,000 to 450,000 tons of steel rails originally booked for delivery this year. The mills are said to be taking orders at the rate of 300,000 tons a month, and their capacity is engaged on rush orders well into the last quarter. It is expected that exceptionally large orders for rails will be placed for 1906 delivery. The assurance of bumper crops has led the railroads to expect an unusual tonnage during the coming year. It is understood that the Pennsylvania will require at least 200,000 tons of rails, the major portion of the order to go to the United States Steel Corporation and the rest to minor concerns. The Vandalia and Harriman lines are expected to need more rails in 1906 than they need this year. Other roads also are expected to increase their orders considerably next year over the amounts they have taken in 1905.

EVE. NEWS.
AUG. 25, 1905.

Mrs. John Sumner Runnels and Miss Anna Runnels, 533 North State street, have recently returned from their first fire at their summer place at Choocora, N. C.

INTER OCEAN.
AUG. 25 1905.

Pennsylvania and Union Pacific to Have Traffic Agreement.

Special Dispatch to The Inter Ocean.
PHILADELPHIA, Pa., Aug. 24.—It is stated on good authority that one of the broadest and most comprehensive traffic agreements ever made between two railroad companies will be struck between the Pennsylvania and Union Pacific railroads. It is understood that the contract was completed with the knowledge and approval of the Vanderbilt and Hill-Morgan interests, as well as the Kuhn, Loeb & Co. party in Philadelphia. This fact is regarded as reflecting still further progress in the harmonization of transcontinental railroad interests, which began with the arbitration adjustment made last spring between the Union Pacific and the Great Northern and Northern Pacific companies.

It is also understood that the deal was largely brought about through the offices of E. J. Berwind, who has long been known as a large owner of Atlantic coast securities, and therefore it may be considered as agreeable to the management of that road. Since Union Pacific interests some time ago acquired a large block of Atchafalou stock, the relations between these two systems have become closer. The Pennsylvania railroad already has a close traffic agreement with the Atchafalou and this will not be affected in any way by the new deal.

The close connection between the Pennsylvania and the Atchafalou systems in Chicago already affords one of the best transcontinental freight services in the country. The contract just made with the Union Pacific is expected to greatly enlarge the Pennsylvania's east bound traffic from points west of the Mississippi river and will also give more concentrated traffic from the Pennsylvania to the Union Pacific.

It has been for some time confidently believed in well informed circles that the Hill-Morgan interests have largely increased their own holdings in the Pennsylvania, and this therefore they naturally welcome any development which tends to benefit the Union Pacific.

The approval of the new contract by the controlling influence in the New York Central system is considered as some guarantee as to foreboding an early development of importance in connection with the Vanderbilt group of roads.

TRIBUNE.
AUG. 25, 1905.

NO ONE HELD FOR WRECK OF 20TH CENTURY LIMITED

Coroner Declares Employee Probably Opened Switch, but That Evidence is Inufficient.

Special Dispatch to The Inter Ocean.
PAINESVILLE, Ohio, Aug. 24.—Coroner J. W. Gardner rendered his verdict this afternoon in connection with the wreck of the Twentieth Century Limited on the Shore road at Mentor, near here, on the night of a number of passengers.

The coroner said the testimony was insufficient to hold any one guilty of criminal negligence. He added, however, that the testimony tended to show that the switch which caused the wreck was opened by an employe of the company. He mentioned no name in this connection.

FAIRBANKS AT LOWDEN'S HOUSE

Vice President is Guest of Chicago Man at Summer Resort.

ALEXANDRIA BAY, N. Y., Aug. 25.—Vice President Charles W. Fairbanks, who is the guest here of F. O. Lowden of Chicago, was tendered a reception this afternoon at the Thousand Island house. He was received by R. A. Croswell, comptroller of the United States treasury, and John W. Weaver of Philadelphia, and others.

Major Alan C. Fobbs of Syracuse and others extended an invitation to Fairbanks to speak at the New York state fair at Syracuse on Monday, Sept. 11. The Vice President stated that he would consider the invitation and make known his decision next Monday.

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Officers of Road Figuring on Reducing "Suburban" Rates.

HOPE TO HOLD THE BUSINESS.

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Although they are not ready yet to make definite announcement of their new schedule of rates, the executive officers of the railroad have held many conferences and it is said to be practically decided that a 5 cent fare will be made between Randolph street and all points as far south as Sixty-third street. It is possible that other features will be introduced, such as stopping express trains at Thirty-ninth and Forty-third streets and Kenwood. The railroad officials have decided they must offer extra inducements in order to counteract the effect of the new extension of the "alley L."

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The saving to the patrons of the Illinois Central through the proposed rate reduction will be considerable. It also will be of great benefit to the property owners. Two kinds of commutation tickets are used by the regular patrons of the Illinois Central—the twenty-five ride ticket, which is good for fifty-four rides if used in the month for which the ticket is bought. The twenty-five ride ticket is the more popular, and in the long run patrons find them to be as cheap as others.

The following rates per ride apply to stations between Thirty-ninth and Sixty-third streets, inclusive:

Station.	35 rides.	Monthly.
Thirty-ninth	6 cents	50 cents
Forty-third	6 cents	50 cents
Kenwood (4th)	7 1/2 cents	60 cents
Fiftieth street	8 cents	65 cents
Forty-third street	8 1/2 cents	70 cents
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Directors of the American Steel Foundries met Wednesday, but only routine business was conducted. The question of electing new officers to fill vacancies caused by resignations was still under consideration in the main feature.

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Authorities in the iron market assert that the rail mills of the country will carry over into 1906 orders for from 300,000 to 400,000 tons of steel rails originally booked for delivery this year. The mills are said to be booked at the rate of 300,000 tons a month, and their capacity is engaged on rail orders well into the last quarter. It is expected that exceptionally large orders for rails will be placed for 1906 delivery. The assurance of bumper crops has led the railroads to expect an unusual tonnage during the coming year. It is understood that the Pennsylvania will require at least 200,000 tons of rails, the major portion of the order to go to the United States Steel Corporation and the rest to minor concerns. The Vanderburgh lines are reported to need more rails in 1906 than they used this year. Other roads also are expected to increase their orders considerably next year over the amounts they have taken in 1905.

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AUG. 25, 1905.**

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It is also understood that the deal was largely brought about through the offices of E. J. Berwind, who has long been known as a large holder of Atchison securities, and is therefore it may be considered as significant to the management of that road. Since Union Pacific interests in the past have acquired a large block of Atchison stock, the relations between those two systems have become friendly. The Pennsylvania railroad already has a close traffic agreement with the Atchison, and this will not be affected in any way by the new deal.

The close connection between the Pennsylvania and the Atchison system at Chicago would afford one of the best transcontinental freight services in the country. The contract made with the Union Pacific has been expected to greatly enlarge the Pennsylvania's east bound traffic from points west of the Mississippi river and to concentrate the concentrated traffic from the Pennsylvania to the Union Pacific.

It has been for some time confidently believed in well informed circles that the Hill-Morgan interests have largely increased their holdings in Union Pacific stock this year, and therefore they naturally welcome any development which tends to benefit the Union Pacific property.

The approval of the new contract by the controlling interests in the Pennsylvania Central system is considered in some good quarters as foreshadowing an early development of importance in connection with the Vanderbilt group of roads.

**TRIBUNE.
AUG. 25, 1905.**

NO ONE HELD FOR WRECK OF 20TH CENTURY LIMITED

Coroner Declines to Emphasize Probably Opened without Fault, but That Evidence is Insufficient.

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The coroner said the testimony was insufficient to hold any one responsible for the negligence. He added, however, that the testimony tended to show that the switch which caused the wreck was operated by an employee of the company. He mentioned no name in this connection.

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Vice President is Guest of Chicago Man at Summit House.

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Mayor Alan C. Fobes of Syracuse and Mrs. Fobes extended an invitation to Fairbanks to speak at the New York state fair at Syracuse on Monday, Sept. 11. The Vice President stated that he would consider invitation and make known his decision next Tuesday.

Car Painting.

The *Painters' Magazine* for July discusses the use of roughstuff as a base, as follows:

Indications and tendencies are all in the direction of a finish laid over a thinner foundation of pigment than formerly, and at present, used. For a good many years there has been a gradual lopping off of coats and processes until at the present time, and using roughstuff as the base upon which to build the finish, it would seem that the limit for abbreviation had been reached. But the advocates of restrictive processes are busy formulating ways, and hatching theories, and introducing practices that are supposed to lessen the cost and reduce the present limit of painting a coach by something like two-thirds. In brief, there are only three or four processes preceding the color, or a total to make the finish of about seven coatings, with no roughstuff to take account of. This latter item alone, to apply and rub down, labor and material figured on a 60-foot car basis, approximates \$40. If only this item can be saved—and it is claimed that others may be—the grand total in the course of a season will reach a surprising aggregate.

The elimination of roughstuff from the processes of railway coach painting would practically revolutionize the present practice. So, long, however, as the wide paneled coach is retained in service we need hardly expect that roughstuff will be denied a place in the foundation processes, but gradually as such equipment is retired from service, and cars with grooved sheathing take its place, the spread of the practice of building up the surface without roughstuff may be expected.

We suspect that a good many foremen painters, not a few of whom perhaps read this department, are to-day doing up no inconsiderable share of their narrow paneled equipment minus roughstuff, using in its stead a knifing-in material, depending upon the 3-inch breaks in the surface to remove whatever deficiency in the surfacing may possibly manifest itself. We have personal knowledge, in fact, of one of the largest railway systems in the country that has abolished roughstuff from its surfacing practice as applied to all narrow-paneled cars, and all this equipment shines quite as brightly under its vesture of varnish as the equipment built up with roughstuff, and possesses, in proportion to seating capacity, the same earning power. In the Central West, traveling salesmen note the omission of roughstuff from the system of painting a large proportion of the baggage and mail cars and second-class passenger cars, with the experiment being tried here and there of omitting it from the best class of passenger cars.

Triumph of Skill.

A luxurious private car recently completed by the Electric Railway and Tramway Carriage Works, Lim., Preston, Lancashire, Eng., for Sir W. H. Milton, Administrator of Rhodesia, is an interesting example of the wood finishers' skill. The exterior of the car is of teak, varnished in the natural wood, and the effect is described as especially satisfying. The spacious living room is splendidly finished. The walls below the belt rail are of Spanish mahogany, and above the belt rail carved white mahogany has been used. These woods have been beautifully polished, and the furniture is made to correspond to the unusual elegance of the finish given the room. The stateroom is finished in the same decoration as the living room, while the secretary's room is finished in light and dark oak. Every detail of the interior finish of the car is executed with exceeding care, with the result that South African travel in this particular car, at least, must border very close to "A Midsummer's Dream."

AMERICAN,
AUG. 31, 1905.

**\$750,000 IN
CAR ORDER**

What is claimed will be the largest order for chair cars ever given by a railroad in this country was approved to-day by the executive officers of the Harriman line in Chicago.

It calls for seventy-five extra long, modern coaches fitted with chairs upholstered in green. The total cost of the equipment will be \$750,000, the cars costing about \$14,000 each.

All of the new cars will be used in the Pacific system of the company.

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NEW EQUIPMENT FOR THE PENNSYLVANIA 18-HOUR SPECIAL.



PENNSYLVANIA 18-HOUR TRAIN NEW YORK AND CHICAGO—GENERAL VIEW.

... of the 18-hour train, Chicago to New York, Pennsylvania Railroad, appears to be confirmed.



... R TRAIN—INTERIOR OF OBSERVATION CAR.

... new trains of four cars each from the ... the first new train was on exhibition at ... Chicago on August 21. The train consists ... age and club car, one dining car and ... s are all plainly finished on the exte- ... Pennsylvania Railroad standard Tuscan ... large square top window will be no- The signboard is marked "Pullman" ... ark on the train is on the front of the ... , which is lettered "Pennsylvania Spe-" The front end of the baggage com- ... by a 15-kilowatt Curtis steam turbine,

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... e and club car weighs 127,000 ... me, the observation car 125,000 ... 128,000 pounds, making the total



STATEROOM CAR.

... n 507,000 pounds. The weight of ... 000 pounds per pair. ... eed of this train is 54 miles per ... ce from Chicago to New York, ... e speed without deducting nine ... 50.28 miles per hour. Since the



REAR OF PENNSYLVANIA 18-HOUR TRAIN—INTERIOR OF CLUBROOM IN FRONT OF COMPOSITE CAR.

... vermilion ... ly are in ... gance, the ... ear car is

... one-third of its length an observation room and the balance is occupied by six staterooms. The front sleeper has 12 regular

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18-HOUR TRAIN—INTERIOR OF OBSERVATION CAR.

... new trains of four cars each from the first new train was on exhibition at Chicago on August 21. The train consists of a baggage and club car, one dining car and two stateroom cars. The cars are all plainly finished on the exterior. Pennsylvania Railroad standard Tuscan large square top window will be noticeable. The signboard in front of the train is marked "Pullman" and the front of the baggage composite car is lettered "Pennsylvania Special." The front end of the baggage composite car is driven by a 15-kilowatt Curtis steam turbine.



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The permanence of the 18-hour train, Chicago to New York, on the Pennsylvania Railroad, appears to be confirmed directly connected to an electric power plant. This is supplied with a pressure of 80 pounds per square inch. The revolution is as high as 4,000 r. p. m., and supplies current for the whole train.



PENNSYLVANIA 18-HOUR TRAIN—EXTERIOR VIEW.

The observation car has a Willard storage of 280 ampere hours. Next to the barber shop and a white rubber tiling. In the observation room at the rear end of the train.



PENNSYLVANIA 18-HOUR TRAIN—INTERIOR OF OBSERVATION CAR.

by the order for four new trains of four cars each from the Pullman Company. The first new train was on exhibition at the Union depot in Chicago on August 21. The train consists of one combined baggage and club car, one dining car and two sleepers. The cars are all plainly finished on the exterior and painted the Pennsylvania Railroad standard Tuscan red and cream color. The large square top window will be noticed in one illustration. The signboard is marked "Pullman" and the only special mark on the train is on the front of the composite baggage car, which is lettered "Pennsylvania Special, New York-Chicago." The front end of the baggage compartment is occupied by a 15-kilowatt Curtis steam turbine,



PENNSYLVANIA 18-HOUR TRAIN—INTERIOR OF STATEROOM IN REAR OF COMPOSITE CAR.

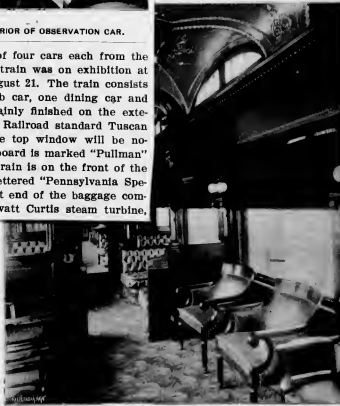
side finish of the cars throughout is rich Spanish vermilion mahogany. The paneling and woodwork generally are in simple plain lines, but quite effective in their elegance, the style being that of the classic renaissance. The rear car is one-third of its length an observation room and the balance is occupied by six staterooms. The front sleeper has 12 regular

berth room with separate saloon and club car weighs 127,000 lbs., the observation car 125,000 lbs., making the total weight 252,000 pounds, making the total weight of the train 504,000 pounds.



STATEROOM CAR.

weight of 507,000 pounds. The weight of the train is 507,000 pounds per pair. The speed of this train is 54 miles per hour from Chicago to New York, and 50.28 miles per hour. Since the



PENNSYLVANIA 18-HOUR TRAIN—INTERIOR OF CLUBROOM IN FRONT OF COMPOSITE CAR.

schedule was inaugurated on June 11, 1905, the train has been on time at both terminals 65 days, or 80 per cent of the total days in operation.

Pennsylvania is reported to have promised to erect a new passenger station at Johnstown, Pa.

NEW EQUIPMENT FOR THE PENNSYLVANIA 18-HOUR SPECIAL.

The permanence of the 18-hour train, Chicago to New York, on the Pennsylvania Railroad, appears to be confirmed directly connected to an electric lighting system. This is supplied with a pressure of 80 pounds per square inch, which revolution is as high as 4,000, and supplies current for the

...ing room with separate saloon and club car weighs 127,000 pounds, the observation car 125,000 pounds, making the total



PENNSYLVANIA 18-HOUR TRAIN—LOCOMOTIVE AND ENGINE.

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side finish of the cars throughout is rich Spanish vermillion mahogany. The paneling and woodwork generally are in simple plain lines, but quite effective in their elegance, the style being that of the classic renaissance. The rear car is one-third of its length an observation room and the balance is occupied by six staterooms. The front sleeper has 12 regular



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containing the charges for the former account or expenditures incurred in the movement of freight and passenger traffic. If that should be done, transportation costs could be accurately figured to three general units, viz.: Ratio to gross revenue; cost per revenue locomotive mile; cost per revenue train mile. It is, therefore, possible to produce the following units, which are susceptible of fairly accurate determination. Total transportation costs to earn one dollar of revenue.

directly connected to an electric generator, for train lighting. This is supplied with steam from the locomotive with a pressure of 80 pounds per square inch, and the speed of revolution is as high as 4,600 per minute. This generator supplies current for the whole train, and in addition each

Pullman sections, one drawing room with separate saloon and one stateroom.

The composite baggage and club car weighs 127,000 pounds, the sleeper the same, the observation car 125,000 pounds and the dining car 128,000 pounds, making the total

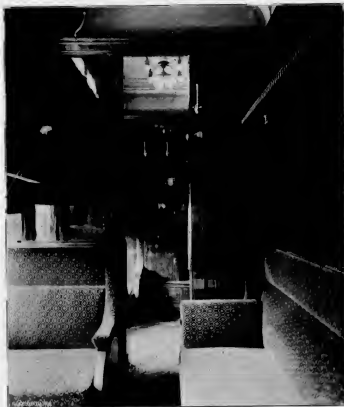


PENNSYLVANIA 18-HOUR TRAIN, NEW YORK AND CHICAGO—COMBINED OBSERVATION AND STATEROOM CAR.

car has a Willard storage battery of 32 cells and a capacity of 280 ampere hours. Next to the baggage compartment is the barber shop and a well-appointed bathroom finished in white rubber tiling. In the club room the chairs are upholstered in dark green leather, while those in the observation room at the rear end of the train are in tapestry. The in-

weight of the four-car train 507,000 pounds. The weight of the six-wheel trucks is 40,000 pounds per pair.

The average running speed of this train is 54 miles per hour for the whole distance from Chicago to New York, 905 miles, and the average speed without deducting nine full stops of 35 minutes is 50.28 miles per hour. Since the



PENNSYLVANIA 18-HOUR TRAIN—INTERIOR OF STATEROOM IN REAR OF COMPOSITE CAR.



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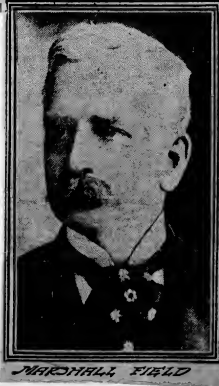
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SOCIETY LEADER AND MILLIONAIRE MERCHANT
WHO WILL WED NEXT TUESDAY.



MRS. ARTHUR CATTON



MARSHALL FIELD

MARSHALL FIELD AND MRS. CATON TO WED TUESDAY

Chicago Millionaire Merchant and Rich Widow Will Be Married in St. Margaret's Church, Westminster, London, in the Coming Week.

ANNOUNCEMENT BY CABLE IS
BIG SURPRISE TO SOCIETY

Couple Will Return at End of the Month, When Bride Will Become Mistress of the Palatial Prairie nue Mansion—Both Have Been Touring Europe for Past Few Months.

Marshall Field, the merchant prince of Chicago, will marry Mrs. Della Spencer Catton, widow of Arthur Catton, clubman and lawyer, who died in New York last November. Dispatches from London last night said a license to marry was issued to Mr. Field and Mrs. Catton in the English metropolis yesterday and that the ceremony would take place next Tuesday at St. Margaret's church, Westminster.

There had been frequent rumors that Mr. Field and Mrs. Catton were to wed, and these rumors were given wide circulation shortly before their departure for Europe at almost the same time months ago.

Mr. Field 70; Mrs. Catton 40. Marshall Field, the prince of merchant princes, whose wealth is variously estimated at between \$100,000,000 and \$150,000,000, and one of the ten richest men in the world, was 70 years old Aug. 18. Mrs. Catton, who was Miss Della Spencer, daughter of Franklin F. Spencer, founder of Hibbard, Spencer, Barrett & Co., is 46 years old. She is one of the leading figures in Chicago society, and for years ranked second to Mrs. Potter Palmer.

Since the death of her husband last November Mrs. Catton has held aloof from social functions, and in the latter part of June left for Europe with her sister, Mrs. Augustus Eddy, and the met Mr. Field in Switzerland. He went abroad in July. Since then Mr. Field has been touring the Alps and making excursions into Spain and Italy.

To Return This Month.

The news that they are licensed to wed comes practically at the close of their summer vacation, word having been received from both by friends in Chicago that they would be in the city by the latter part of this month.

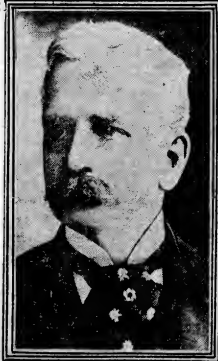
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Mrs. Catton Also Wealthy.

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Mrs. Caton Also Wealthy.

MUST RESERVE SPACES TO RESERVE SEATINGS

Southern Pacific, Santa Fe, and San Pedro Railroads Will in Future Refuse to Hold Space Without Payment at Coast Points.

PULLMAN OFFICIALS WOULD SEE PLAN MADE GENERAL

Inconvenience to Traveling Public and Loss to Companies Result From Carelessness of Persons Favored Who Change Plans.

The custom of reserving space in sleeping cars was discontinued yesterday at all points on the Pacific coast by agreement of the Southern Pacific, Santa Fe, and San Pedro railroads. In all the cases these companies in California was posted the following notice signed by W. I. Midler, general ticket agent of the Pullman company: "The custom of reserving space in sleeping cars on and after Sept. 1, the practice of making sleeping car reservations will be discontinued. Sleeping car tickets will be sold in advance. This change is made for the purpose of better communicating the traveling public. Many cases of duplicate reservations have been made at the same time on other travelers have been secured but for some duplicate reservations. In many cases, changes his plans, he fails to give notice thereof at the same time other travelers occupy the same accommodation they are denied the accommodation they are entitled to."

Public is Forgetful.

"We wish the custom of reserving space in sleeping cars without having tickets would be abolished immediately by a Pullman official. "We believe it will be done some day and not far distant. The custom which has been extended to prospective travelers has been abused to such an extent that the greatest complaint today comes from the public. Through the failure of people to use sleeping car space reserved the railroads and this company lose a great deal of money.

"This loss could be reduced to a minimum if people would promptly notify the railroad when they find the custom of using sleeping car space reserved, but experience has proved that a large majority of the people will not do so. Neither will they stop the custom of making reservations on trains of different roads, with the result of making whatever train proves convenient to them.

"No inconvenience to the public need result from the agreement of the Pacific coast lines to discontinue the practice of reserving space in sleeping cars without the purchase of tickets," said an executive officer of the Southern Pacific system. "A man may buy his sleeping car ticket almost any time in advance of the day he intends to start on a trip, and if he is obliged to postpone it he can have the price of his ticket refunded by simply notifying the railroad company before the departure of the train he expected to take."

Difficult Cost for a Ticket and will lose whatever it costs him unless he properly notifies the railroad company, he will not find it to do so, as he uses the railroads and his reservation has cost him nothing."

More than a year ago the railroads agreed to stop making free reservations in New York of sleeping car space, but it has not been very strictly insisted upon. Reservations on tickets are required in most New York office spaces, but regular travelers are allowed to make reservations without cost, with the understanding that if they do not appear they are canceled a reasonable time before the departure of trains.

In this city the roads have an agreement not to hold sleeping car reservations longer than four hours prior to the leaving time of the train on which the reservation was reserved, but the rule is rarely enforced by most of the roads.

LOWEN SLATED FOR HITT'S PLACE.

Yates Men Agree to His Nomination if Present Congressman Does Not Want It.

MEETING IS HELD HERE.

"Ogle County Farmer" Comes to Chicago to Confer with the Politicians.

Col. Frank O. Lowden, coming to Chicago yesterday from the Thousand Islands, met some of the politicians from the Thirteenth congressional district in the afternoon and, afterwards, it was announced that in case Congressman Robert R. Hitt should not desire re-nomination Col. Lowden was likely to be the candidate at the spring primaries. The announcement came from the two political factions which fought and bled all over the district last year, the Yates people asserting that if Hitt did not want the nomination, Lowden could have it.

To ascertain Mr. Hitt's feelings in the matter and to discover whether his health will permit him to run again, the politicians propose to send an "ambulatory" seat to meet the congressman at the summer resort at which he has been staying or at Washington. Lowden's friends, as well as the Yates people, assert that in case Mr. Hitt wants the nomination he can have it without a whisper of opposition. The use of Col. Lowden's name is conditional.

Agreed Lowden Will Accept.

It has been pretty well agreed that the recent candidate for governor will accept the nomination if he does not have to campaign for it, and if Congressman Hitt is barred by ill health.

He is preparing to give up his Chicago residence entirely and is building a home on his Mississippi farm in Ogle county, near Oregon. While he and Mrs. Lowden have been spending the summer at the Thousand Islands, the new house has been going up, and it is said that the Lowden Chicago home soon will be abandoned.

Col. Lowden thus proposes to become a home state farmer with his permanent residence on the farm and to devote himself to the raising of shorthorn cattle and to the scientific cultivation of land. His shorthorns are being exhibited at Fortland before the Pacific coast exposition. His friends assert that there is no doubt as to the "reality" of his proposition. In this respect he would be free from the charge of "carpet bagging."

Decision Rests with Hitt.

"... in case Mr. Hitt wants re-nomination that settles it," said James Cowley, state committeeman from the Thirteenth district. Col. Lowden would not consider it in case Mr. Hitt's health will not allow him to be a candidate again or in case he does not want it. He believes the district will want Col. Lowden as its representative in congress."

Lowden himself has outlined his political intentions by saying that he is for Gov. Denison for a second term if he wants it or for whatever else he may want. He said that he does not propose to do any campaigning in the senatorial contest. Whatever influence he has in congress, he said that Lowden will not campaign in the senator's cause.

CHRONICLE. SEPT. 4 1905.

BOY ADMITS KILLING MAN

Pittsburg Lad Throws Stone at Pullman Car, Fatally Hurling Passenger.

[Special Telegram.]

Pittsburg, Pa., Sept. 3.—A 3-year-old boy was detained by Coroner Armstrong for several hours today while he was questioned about the throwing of a stone into a railroad train which cost a man his life.

July 7 last Alexander P. Campbell, a lumber dealer of Chambersburg, Pa., was seated in a Pullman car on the Baltimore and Ohio railroad, was hit by a stone thrown through the window. He was taken off at the McKeesport hospital, where he died from a fractured skull. Thomas Delahanty, head of the Baltimore and Ohio detective service, has been working on the case ever since to learn who threw the fatal stone. Today on orders received from his chief detective, Patrick Moran of the Baltimore and Ohio, Delahanty arrested George Toast of McKeesport, aged 3 years. When taken before the coroner stoutly maintained that he had never thrown a stone in his life. The coroner was almost persuaded, but he kept at the boy and told him what the detective had learned about him. The lad finally cried and admitted that he had thrown the stone which had crashed through the Pullman car and that he also was acquainted with the events following the fatal smash. The lad was permitted to go home with his sister, who promised to produce him at the inquest next Thursday.

EVE, POST. SEPT. 5, 1905.

NEWS OF THE RAILWAYS

Through train service is to be established between Chicago and Mobile, and hence by fast steamer to Havana. Cuba Time route will be operated by the Chesapeake and then by the Mobile and Ohio Road to Mobile. From that point the Munson Steamship Company will establish a fast line of steamers to Havana. The time from Chicago to Havana is to be fifty-eight hours, twenty-two of which will be consumed by the land journey from Chicago to Mobile and thirty-six by the sea voyage from Mobile to Havana. The train from Chicago to Mobile will be known as the Havana Limited.

JOURNAL. SEPT. 6, 1905.

FIELDS TO LIVE IN GOTHAM?

Reported That Merchant and Bride Will Build Home There

[By a Special Correspondent.]

LONDON, Sept. 6.—It is reported that Marquis de Baring will build a home at his residence in New York.

Mr. Field, it is said, plans to build a home in New York. His rival the structure now owned by United States Senator Clark on Fifth avenue, although he will not permit it to be made so architecturally ornate.

It is known that Mrs. Field has been anxious to take her place in New York society and does not care to return to Chicago.

She her former husband's death, she has passed almost all of her time in England and on the continent. She returned to Chicago only long enough to attend the funeral of Mr. Catton, who died suddenly at the Waldorf-Astoria hotel in New York.

As soon as Mr. and Mrs. Field have finished their English tour they will go to France, thence to Italy, and afterwards to New York.

They will probably remain in the West. Their New York home is completed, until their New York home is completed.

MUST PRINT RASH TO RESERVE BATHS

Southern Pacific, Santa Fe, and San Pedro Railroads Will in Future Refuse to Hold Space Without Payment at Coast Points.

PULLMAN OFFICIALS WOULD SEE PLAN MADE GENERAL

Inconvenience to Traveling Public and Loss to Companies Result From Carelessness of Persons Favored Who Change Plans.

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On and after Sept. 1 the practice of making sleeping car reservations will be sold in advance, commencing the first of October. This change is made for the benefit of better service. In many cases applications for reservations have been made for one travel date while at the same time other travelers have been waiting for those duplicate reservations. In such cases the traveler who has made such reservations changes his plans, he fails to give notice thereof, and the space which he has occupied, available at the same time other travelers are denied the accommodations they seek.

Public is Forgetful.

"We wish the custom of reserving space in sleeping cars without buying tickets in the hotels of inland cities said a Pullman official. "We believe it will be done some day not far distant. The large which has been abused to such an extent that the general complaint today comes from the public. Through the failure of people to use sleeping car space reserved the railroads and this company lose a great deal of money.

"This loss could be reduced to a minimum if people would promptly notify the railroads when they find they cannot use sleeping car space reserved, but experience has proven that a large majority of the people will not do so. Neither will they stop the custom of making reservations on trains of different roads, with the idea of making whichever train proves convenient to them."

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Difficulties Would be Enforced.

"If a man has paid for a ticket and will lose whatever it cost him unless he properly notifies the railroad company he will not forget to do so, as he usually does, and his reservation has cost him nothing."

More than a year ago the railroads agreed to stop making free reservations in New York very strictly make reservations. Strangers to ticket agents are required in most New York offices to pay in advance for sleeping car space, but regular patrons are allowed to make reservations without cost, with the understanding that if they do not use they will be canceled a reasonable time before the departure of trains.

In this city the roads have an agreement not to hold sleeping car reservations longer than four hours prior to the leaving time of the train on which the space was reserved, but the rule is rarely enforced by most of the roads.

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To ascertain Mr. Hitt's feelings in the matter and to discover whether his health will permit him to run again, the politicians propose to send an emissary to meet the congressman at the summer resort at which he has been staying or at Washington. Lowden's friends, as well as the Yates people, assert that in case Mr. Hitt wants the nomination he will have without a whisper of opposition. The use of Col. Lowden's name is conditional.

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Col. Lowden then proposes to become a bona fide farmer with his permanent residence on the farm and to devote himself to the raising of shorthorn cattle and to the scientific cultivation of land. His shorthorns now are traveling in other states, being exhibited at state fairs and are said to be accepted for exhibition at Portland before the Pacific coast exposition closes. His friends assert that there is no doubt as to the "reality" of his farm life. In this capacity he would be free from the charge of "carpet bagging."

Decision Rests with Hitt.

"In case Mr. Hitt wants renomination that settles it," said James Cowley, state committeeman from the thirteenth district. "Col. Lowden would not consider it. In case Mr. Hitt's health will not allow him to be a candidate again or if Congress does not want it, I believe the district will want Col. Lowden as its representative in congress."

Lowden himself has outlined his political intentions by saying that he is for Gov. Densen for a second term if he wants it or for whatever else he wants. He also said that he does not propose to do any campaigning in the senatorial contest. Whatever influence he has goes to Cannon, but it is said that Lowden will not campaign in the senator's cause.

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Pittsburg Lad Throws Stone at Pullman Car, Fatally Hurting Passenger.

(Special Telegram.)

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July 17 last Alexander P. Campbell, a lumber dealer, of Christleton, Pa., was seated in a Pullman car on the Baltimore and Ohio railroad, was hit by a stone thrown through the window. He was taken off at the McKeesport hospital, where he died from a fractured skull. Thomas Delehanty, head of the Baltimore and Ohio detective service, has been working on the case ever since to learn who threw the fatal stone. Today on orders received from his chief detective, Patrick Moran of the Baltimore and Ohio, Delehanty arrested George Toot of McKeesport, aged 9 years. Toot when taken before the coroner stoutly maintained that he never threw a stone at a train in his life. The coroner was told him what the object he had thrown about him. He had finally cried and admitted that he had thrown the stone which had crashed through the window of the car and he had been acquainted with the events following the death of Campbell. Toot was permitted to go home with his sister, who promised to produce him at the inquest next Thursday.

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(By a Special Correspondent.)

LONDON, Sept. 6.—It is reported that Marshall Field and his bride will soon take up their residence in New York. Mr. Field, it is said, plans to build a house that will rival the structure now owned by United States Senator Chauncey D. Smith in New York. It is reported that Mrs. Field is anxious to take up her abode in New York city and does not care to return to Chicago.

Since her former husband's death, she has passed almost all of her time in England and in Scotland. She returned to New York only long enough to attend the funeral of Mr. Catton, who died suddenly at the Waldorf-Astoria Hotel in New York.

As soon as Mr. and Mrs. Field have finished their English tour, they will go to France, thence to Italy, and afterwards will return to Chicago.

They will probably remain in the West until the New York home is completed.

CHRONICLE.
SEPT. 6, 1905.

THREE DIE IN COLLISION

Twenty-One Injured in Colorado Railroad Accident

DENVER, Col., Sept. 5.—Four persons were killed and twenty-one injured in a rear-end collision last night at Brush, Colo., on the Chicago, Burlington and Quincy railway, eighty-eight miles east of Denver, between a passenger and a freight train, both west bound.

The dead:
WHITTAKER, ALBERT, Chillicothe, Mo.
M'CORMICK, M., Chillicothe, Mo.
VAUGHAN, E. LEE, colored porter, Philadelphia.

The injured:
LINDSAY, JOHN, colored cook, Philadelphia.

KNAPP, MISS LUTSIE, Chillicothe, Mo., bruised and scalded.

KNAPP, MISS NELLIE, Chillicothe, Mo., bruised and scalded.

PENFONTE, ED., aged 63, Pittsfield, back wrenched, head hurt.

BOCHTER, MISS ED., Decatur, Ill., internal injuries.

BORCHER, E., Decatur, Ill., head and body severely cut and bruised.

MORRIS, A. C., Philadelphia; chest crushed.

COOK, W. J., Chillicothe, Mo.; head and feet lacerated.

MANNING, GEORGE, Chillicothe, Mo.; chest crushed, shoulder injured.

KEISTER, J. P., Chillicothe, Mo.; head lacerated.

SCRUBY, H. P., Chillicothe, Mo.; scalded all over body and hand lacerated.

KORTBEE, MISS H. J., St. Louis; head and arm bruised and lacerated.

O'BRIEN, MISS MAXINE, Hot Springs, Ark.; head lacerated.

HENTZ, MISS A. C., Marion, Ill.; concussion of the brain.

WELSH, M. C., Greensburg, Ind.; arm and leg broken.

WASHINGTON, L., Chicago; spine injured.

MURKIN, E. A., Chillicothe, Mo.; arm cut off.

WORKWILL, P., Philadelphia; contusion and laceration of spine.

RIPP, MISS F. J., Chillicothe, Mo.; contusion of head and neck.

BENNETMAN, G. W., Wheelington, Mo.; scalded arm, cut on head and wrist.

BOUGH, DR. C. B., Amherst, Pa.; contusion of leg.

FRITCH, J. W., Lancaster, Pa.; shoulder and hip injured.

GHEEN, ROBERT M., Philadelphia, fracture of rib.

COCHRAN, HARRY B., Lancaster, Pa.; contusion of back, contusion of head and ear cut in two.

RAUB, HARRY, Lancaster, Pa.; head, legs and feet lacerated.

EWALL, F. J., Philadelphia; head cut.

The injured were taken to Denver hospitals.

Crashed Into Private Car.

The passenger train, the fourth section of No. 13, was standing at the station while the engine was taking water. Fast freight No. 7 crashed into the private car Rainbow, partly telescoping it and killing two porters. A chair car and two Pullmans ahead of the Rainbow were derailed. Most of those injured were passengers in these cars.

In the Rainbow was a party of eastern capitalists, under the guidance of Colonel R. L. Duval of the Red Mountain Mining Company, who left Philadelphia Saturday. Duval is a steep grade and it is said the engineer of the freight was unable to control the train in coming down the hill.

INTER OCEAN.
SEPT. 6, 1905.

Passenger Agents Talk of Abolishing Antiquated Association.

The last meeting of the American Association of General Passenger and Ticket Agents in the city of Mexico, the association was formed in Pittsburg on March 13, 1855, and for many years was the only organization of passenger officials. Of late years it has become little more than the medium for a junket of passenger agents and railway porters.

The various passenger associations in the country have taken the place of the original volunteer organization, so far as the official action of business is concerned. Some of the members of the American association have sought to prolong its life by turning it into an insurance society, but the plan has not been generally favored.

Many of the most prominent passenger officials have refused to attend the meetings of the association for several years. The selection of the city of Mexico as the place for the next annual meeting was forced by the element in the association which likes to have a good time once a year away from home at the expense of the railroads.

TRIPUNE.
SEPT. 6, 1905.

PRIVATE CAR TELESCOPED AND FOUR PERSONS KILLED.

Accident at Brush, Colo., Catches a Party of Eastern Capitalists on the Way to View Mining Property.

Denver, Colo., Sept. 5.—[Special.]—The private car Rainbow, attached to a Chicago, Burlington and Quincy train, and conveying a number of Pennsylvania capitalists on a tour to the Red Mountain railway and mining property in Colorado, was struck by a fast freight and telescoped at Brush, Colo., at night.

The colored porter and cook and Albert Bittaker and M. McCormick of Chillicothe, artists in a car ahead, were killed and more than a score were injured, some of them seriously.

Pennsylvania Men Are Hurt.

Among the injured were the following:
Gehran, Harry H., Lancaster, Pa.; concussion of brain.

Ewall, P. J., Philadelphia; head cut.

Philby, J. W., Lancaster, Pa.; shoulder and hip injured.

Green, Robert M., Philadelphia, Pa.; rib fractured.

Hough, Dr. C. B., Amherst, Pa.; contusion of leg.

Hents, A. C., Marion, Ill.; wound on head.

Hests, Mrs. A. C., Marion, Ill.; concussion of brain.

MORRIS, A. C., Philadelphia, Pa.; chest crushed.

Raub, Harry, Lancaster, Pa.; hurt about head, legs and feet.

Workwill, P., Philadelphia; contusion and laceration of spine.

WELSH, M. C., Greensburg, Ind.; arm and leg broken.

Train Wrecked at Station.

The passenger train, with the car Rainbow at the rear, was standing at the station when the freight crashed into the Rainbow, partly telescoping it. A chair car and two Pullmans ahead were derailed.

The party in the Rainbow was under the guidance of Col. R. L. Duval of the Red Mountain company, and had left Philadelphia on Saturday.

EXAMINER.
SEPT. 6, 1905.

THROUGH SERVICE TO LOS ANGELES SEPT. 15

Chicagoans May Go to Sunny South Via New San Pedro Line From Ogden, Utah; To Have Sleepers for Tourists.

Preparations are now being made for the establishment of the first through passenger car service between Chicago and Los Angeles, Cal., via the new San Pedro line from Ogden, Utah. The new line will be operated by the Milwaukee & St. Paul and Union Pacific to Ogden, and from there over Clark's short line to Los Angeles, and will start September 15.

At first the service will consist of tourist sleeping cars, which will be hauled from Chicago every night, and start starting back at 5:15 o'clock. At the Mississippi River the cars will be attached to the westward limited, which leaves Chicago at 8 p. m. On this train they will be run through to Ogden, where they will be delivered to the new San Pedro line. The tourist car that has been in operation between Omaha and Los Angeles via the new road will be discontinued when the new cars from Chicago are put on. The San Pedro Road is the joint property of the Chicago and Hartman syndicates. It is well built and free from heavy grades.

As soon as the heavy winter tourist travel begins first-class sleeping car service from Chicago to Los Angeles via the San Pedro will be inaugurated. The new road will give travelers a route to southern California, via Ogden and the San Pedro, through San Francisco and the coast line by way of San Jose.

The Wabash line is in the market for 5,000 steel cars.

Experiments recently conducted by Superintendent of Telegraph Fry of the Milwaukee & St. Paul Road of using rails of the line were not satisfactory.

WISCONSIN CENTRAL

The strength and advance in Wisconsin Central is due to the large accumulation of stock the past week by the pool which was active in putting up the stock. There have been several speculators watching the stock very carefully in this connection.

TRIPUNE.
SEPT. 7, 1905.

OBITUARY.

MRS. GEORGE H. DANIELS of New York City, wife of the general passenger agent of the New York Central railroad, died yesterday at Lake Placid, N. Y., where she and her husband were spending the summer. Mrs. Daniels was born at Eighty-five years ago, and Mrs. Wilber, her mother, a widow residing in that city. She was married to Mr. Daniels in 1870. There are two children—J. C. Daniels of Lake Geneva and Harriet, who lives with her parents. The funeral will be at Troy, N. Y., and it is supposed that some of the money will be cremated, as were those of Cyrus K. Wilber, a brother, who died not long ago. J. C. Daniels three weeks ago from New York line, will leave for the east today to attend the funeral. Mrs. Daniels had been for over a year, and her death was not unexpected, though lately her health had appeared to be improving.

RAILROAD VENTILATION.

September has brought an "autumn tingle" in the air—and down comes the steam car window. The closed street car will soon follow—and the "communism of lungs" which so characterizes American travel, both local and long distance, will be resumed.

The American tourist is astonished to see English men and women during their mild midwinter wrap themselves in their rugs, open wide the windows of their railway compartment, plant themselves squarely in the breeze, and give unmistakable evidence of enjoyment. He gets some explanation thus of the British complexion, but perhaps he reverts, shivering, to the "comforts" of American railway travel.

Those comforts are more deficient in point of ventilation than in any other respect. This deficiency is not confined to the "blue" smoker, poor, indeed, to the ordinary day coaches, with their snug expanses of plush. One may be almost suffocated while going to bed in an expensive Pullman sleeper, especially if it is still standing in the station; and this same sleeper may by day become close and depressing.

The most aggravating conditions of all obtain in local travel. These are had on the steam roads, worse on the elevated, and worse on the surface lines. The disposition to close the windows on suburban trains is emphasized by the exposure otherwise to smoke and cinders and by the strength of the breeze due to speed. With the windows closed down, however, the ventilating arrangements in the top of the car are

usually insufficient to secure proper change of air, at least without draft, and in any event they are constantly neglected or handled thoughtlessly by trainmen.

On the elevated trains similar conditions exist, save that they are aggravated by crowding, and on the surface lines there has never been any sustained attempt by traction managers to maintain defensible atmospheric conditions in the closed cars. During the rush hours, when the air is worst, conductors are too busy collecting fares to think of the matter. On both the surface and the elevated cars, too, conditions are ignored from motives of greed. It is cheaper to raise the temperature of a car by confining the animal heat of its crowded occupants than it is to temper a sufficient amount of pure air by electric heaters.

The passenger, as each should assert his right to a reasonable amount of fresh air in public vehicles. He should not be extreme or captious in so doing. He should not forget that his yellow hued and wisened neighbor, who so loves 70 degrees Fahrenheit irrespective of stiffness, has rights also. But he should challenge careless brakemen and conductors in suitable fashion, and thus do at least his part toward insuring better ventilation for common travel. If transportation managers will also apply considerably more ingenuity than they have yet done to this subject, colds, and headaches, and mysterious infections, and doctors' bills will surely be lessened in the body politic.

THE BEST MAKE OF CAR CLEANERS.

In these days of fierce competition, when every manufacturer is pushing his products into the market with all the energy at his command, there is often a temptation to sacrifice an element of excellence for reaching a reduction in cost. We are led to make this remark by reason of the many letters we have recently received from interested patrons, in which are complaints regarding the inferiority

of some makes of car cleaners now on the market being sold as first class; also of the fact that many do not seem to keep up with the times in the matter, and asking us to recommend a really meritorious make, which can be relied upon.

As the large subscription list of this paper is maintained on the principle of furnishing its subscribers with accurate information, and as so many have written to us on this subject, we have decided to go into the matter with great care. We are aware, of course, that the buyer is at a disadvantage. He can not depend on the statements of the sellers, as each thinks that which he represents to be the "ne plus ultra" of the car cleaner manufacturers' art. No journal devoted to the trade could afford to give a definite and correct answer to the question regarding excellence, and the customers are demanding that their products shall possess a degree of quality which shall be commensurate with the price.

The Reports, therefore, decided to make a thorough investigation, the result of which would be a decided answer as to which is the best. A vast number of persons were interviewed, many of them being large users. Experts were called upon for opinions regarding excellence. Every point was carefully considered, and every effort was made to cause the investigation to be complete in every respect.

As a result we are prepared to state that there is no make of car cleaner on the market today in any of the qualities which make for excellence equal to "Cleanola," manufactured by the Cleanola Company, of 907 W. Diamond street, Allegheny, Pa.

All those who have inquired of us may esteem this our reply, and inquiry from them will doubtless elicit information and details as to the channels through which their products can be obtained.

It is a pleasure to us to give them our editorial commendation, and, at the same time, to supply our subscribers with accurate advice on such an important subject as this.

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RECORD.
SEPT. 13, 1905.

CHRONICLE.
SEPT. 13, 1905.

BORE CAUSE OF CRACKS

Patterson Experts Report Tunnel Has Made Four Buildings Settle.

MAY HALT OTHER PERMITS

Additional Safeguards Against Sinking of Structures to Be Demanded.

Discovery that four buildings have sunk on account of the Illinois Tunnel Company's borings probably will result in no more permits for connection of the tunnels with stores till additional safeguards against the sinking of skyscrapers are provided. The serious effect of the borings on great structures, some of which weigh as much as a mountain, is shown in the report of the three experts employed by Commissioner Patterson to investigate the work of the tunnel company.

Sinkings at the following points are reported to be due to faulty connections: Jackson boulevard and State street; Pullman building, Adams street and Michigan avenue; Adams street, in front of the Republic building; Marshall Field & Co.'s building, southwest corner; Franklin and Quincy streets.

The experts who made this report are E. C. Shankland, John M. Ewen and Louis E. Ritter. Commissioner Patterson was not satisfied with the original report, because it failed to give details regarding buildings alleged to have suffered through the boring of the tunnels.

REPORT IS READY.

The three engineers finished the supplementary report yesterday, and it will be submitted to the council Sept. 25, together with recommendations from the mayor and Commissioner Patterson regarding the future work of the Illinois Tunnel Company.

Many permits have been granted for connections between the tunnels and big buildings, but the three engineers claim that where the foundations of the buildings are rot resting on caissons or piles further connections will be injurious.

With regard to the sinking of the Marshall Field building the report says:

The caisson foundations of the Northwestern building were completed June 18, 1904, and all of the steel work of the building was completed Nov. 3 of that year. Before the foundation work was started bench marks were established on all the buildings, including piles in the Field building. Levels were taken at different intervals during the construction of the building, and at the end of December, 1904, about two months after completion of its erection and when all settlements to surrounding buildings had ceased, it was shown that no damage had been done to the Field building, excepting a slight crack in one window sill. This crack was noticed in the summer, and its condition was unobscured when levels were taken in December.

DAMAGE LAID TO TUNNELS

Bore Blamed for Settlement of Streets and Buildings.

Expert Engineers Say Danger Lies in Construction of Connections.

Deny That Erection of Large Edifices Injures Adjacent Structures.

Settlement of streets and injury to some large downtown buildings are charged to the operations of the Illinois Tunnel Company by the special committee of engineers appointed by Commissioner of Public Works Patterson. The responsibility of the company for damage to streets and buildings is charged in a supplemental report filed yesterday.

The expert engineers cite four instances of settlements directly traceable to the undermining of the streets by the tunnel company and declare that it is impossible to prevent a slight settlement of the ground and foundations of the large structures even with improved and safer methods. The most important finding of the commission of experts is that it is not feasible to make any plan that can be safely followed for all connections.

"It is manifest that the least complicated cases will occur when the building to be connected stands upon caisson foundations. Even then damage may be expected to adjacent buildings that stand upon spread foundations and consequently streets in front of these buildings might be affected," the engineers say. "The cases where old buildings have been erected on spread foundations which do not extend to the blue clay probably would present a great many difficulties."

Problems Are Presented.

"A plan carefully studied out would have to be made to meet each case. The most difficult and dangerous cases to handle will be those of the high heavy buildings resting upon spread foundations. Connections to them will require the utmost care both in planning and execution.

"We have believed from the commencement of our investigation that the problem of making these connections with the tunnels was one that would tax all the ingenuity and skill of the engineer and was of greater importance from an engineering point of view than the construction of the tunnels themselves."

Another important discovery made by the commission is that it is not practicable to make connections under air pressure, as it would not be sufficient to sustain the pressure of the foundations upon the soil.

Acting upon the advice of the engineers in the first report the city compelled the company to make all connections, by-passes and other construction under air pressure, refusing any permits without this safeguard. The commission now finds that air pressure is not sufficient and that the foundations of the buildings must be supported by mechanical means.

"It is a building proposition and the methods common in building practice probably will meet all the difficulties that may be encountered," the report continues. "The connection should be circular in section rather than elliptical and the lagging should be put in with the greatest skill possible."

Instances of Damage.

The four instances of damage caused by the tunnel construction are those found by the commission in its first investigations and which formed the basis of their conclusions. The following are the places of settlement cited:

The settlement at the intersection of State street and Jackson boulevard.

The settlement of the northwest corner of the Pullman building, Adams street and Michigan avenue.

The settlement of Adams street, in front of the Republic building.

The settlement of the southwest corner of Marshall Field's wholesale store building, Franklin and Quincy streets.

It is found that because of the damage to the buildings and streets the tunnel company has practically ceased making connections and many of the connections which were started have been abandoned.

"It has been from the commencement of our investigation very apparent to us that this condition of affairs has not been fully realized by those in charge of the work," the engineers assert. "For without materially changing the method of operation connections have been attempted at several places with the result that settlements of buildings to streets and buildings have occurred."

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"It has been from the commencement of our investigation very apparent to us in this condition of affairs has not been fully realized by those in charge of the work," the engineers assert. "For without materially changing the method of operating connections have been attempted at several places with the result that settlements and damage to streets and buildings have occurred."

TRIBUNE.
SEPT. 15, 1905.

**PRESIDENT LOWRY, SOO LINE,
BUYS LINCOLN'S PRIVATE CAR.**

Historic Belle Given to Minneapolis Park Board to Be Placed in Some Public Place for Exhibition.

Minneapolis, Minn., Sept. 14.—[Special.]—Thomas Lowry of Minneapolis, president of the Soo line and of the Twin City Rapid Transit company, has bought the historic private car used by Abraham Lincoln. The car will be presented to the park board, which will place it permanently in one of the parks. Learning that the car was for sale, Lowry sent Edmund G. Walton to Joliet, Ill., with instructions to secure the relic if the price was within reason. Walton made a bargain with the owners, George F. Drake and Franklin B. Snow of the Lincoln Car association in Joliet. The car was used by Lincoln during his administration and bore his body from Washington to Springfield.

EVF. NEWS.
SEPT. 15, 1905.

PULLMAN LAND IN A TRANSFER

Property at 115th Street and Indiana Avenue Conveyed for \$52,850.

The trustees of the Pullman Land association have transferred to William C. Wood for \$52,850 property in 115th street at the northeast corner of Indiana avenue, south front, 538 by 1,252, except east 100 feet of north 115 feet.

On this property Wood has obtained a loan of \$48,000, which is secured by a trust deed given to Francis G. B. Daniels. The loan is without interest before maturity, but with interest after at the rate of 5 per cent. The loan is due in five years from Aug. 1, 1905.

TRIBUNE.
SEPT. 16, 1905.

IN THE REAL ESTATE WORLD.

The trustees of the Pullman Land association have sold to William C. Wood a tract of 208x1,252 feet, comprising about twenty acres at the northeast corner of One Hundred and Fifteenth street and Indiana avenue, for \$52,850. The purchaser gave back a trust deed to Francis B. Daniels, one of the trustees of the association, to secure \$48,000 of the purchase, running five years. No interest is to run until the maturity of the note, after which the rate is to be 5 per cent.

CHRONICLE.
SEPT. 16, 1905.

EXTRA.

4:30 A. M.

CHICAGO TRAIN IS WRECKED

Many Persons Injured in Accident on the B & O Railroad.

KIMMEL, Ind., Sept. 15.—East-bound passenger train No. 14 on the Baltimore and Ohio railroad, which left Chicago at 8:30 last night, collided with a light engine here early this morning. It is reported that one of the engineers and a baggageman were killed and about thirty persons injured. The light engine, which had been standing on a siding, pulled out onto the main line just in time to be "sideswiped" by the passenger train. One of the engines and four cars were completely wrecked.

RECORD.
SEPT. 16, 1905.

GOV. MICKY GIVES UP PASSES

Other Nebraska Officials Will Accept No More Favors From Roads.

[SPECIAL TO THE RECORD-HERALD.] LINCOLN, Neb., Sept. 15.—Following the action of the Republican state convention yesterday in adopting a platform declaring in favor of a law to prohibit state officials from accepting railroad passes, Governor Mickey and several other officers of the state have returned their passes. "I will pay for my own transportation hereafter," said the governor to-day. Attorney General Brown is one of those who have taken the same action. Secretary of State Galusha, however, declares he will continue to accept free transportation. Senator Burlett, on leaving to-day for Washington, paid for his ticket.

RECORD.
SEPT. 16, 1905.

BUYS PULLMAN TRACT

William C. Wood Gets Twenty Acres at \$52,850 and Will Subdivide.

VARIOUS SALES OF REALTY

Land at Green Bay Road and Laurel Avenue Disposed Of for \$1,000 an Acre.

Twenty acres of the holdings of the Pullman Land Association have been transferred to William C. Wood, a real estate dealer, who will subdivide the property. The land is at the northeast corner of One Hundred and Fifteenth street and Indiana avenue and is south front, 308.81 by 1,252.52 feet. It was transferred by the trustees of the association for a consideration of \$52,850. Mr. Wood has given back a trust deed for \$48,000, secured on the property. The loan is for five years and is without interest until maturity, when the rate is to be 5 per cent. Francis B. Daniels, one of the trustees of the Pullman Land Association, is trustee for the loan.

TRIBUNE.
SEPT. 15, 1905.

**PRESIDENT LOWRY, SOO LINE,
BUYS LINCOLN'S PRIVATE CAR.**

**Historic Relic Given to Minneapolis
Park Board to Be Placed in Some Public
Place for Exhibition.**

Minneapolis, Minn., Sept. 14.—[Special.]—Thomas Lowry of Minneapolis, president of the Soo line and of the Twin City Rapid Transit company, has bought the historic private car used by Abraham Lincoln. The car will be presented to the park board, which will place it permanently in one of the parks. Learning that the car was for sale, Lowry sent Edmund G. Waiton to Joliet, Ill., with instructions to secure the relic if the price was within reason. Waiton made a bargain with the owners, George F. Drake and Franklin B. Snow of the Lincoln Car association in Joliet. The car was used by Lincoln during his administration and bore his body from Washington to Springfield.

EVE. NEWS.
SEPT. 15, 1905.

PULLMAN LAND IN A TRANSFER

**Property at 115th Street and Indiana
Avenue Conveyed for \$52,850.**

The trustees of the Pullman Land association have transferred to William C. Wood for \$52,850 property in 115th street at the northeast corner of Indiana avenue, south front, 508 by 1,292, except east 100 feet of north 125 feet.

On this property Wood has obtained a loan of \$48,000, which is secured by a trust deed given to Francis G. B. Daniels. The loan is without interest before maturity, but with interest after at the rate of 5 per cent. The loan is due in five years from Aug. 1, 1905.

TRIBUNE.
SEPT. 16, 1905.

IN THE REAL ESTATE WORLD.

The trustees of the Pullman Land association have sold to William C. Wood a tract of 688x1,262 feet, comprising about twenty acres, at the northeast corner of One Hundred and Fifteenth street and Indiana avenue, for \$52,850. The purchaser gave back a trust deed to Francis B. Daniels, one of the trustees of the association, to secure \$48,000 of the purchase, running five years. No interest is to run until the maturity of the note, after which the rate is to be 5 per cent.

CHRONICLE.
SEPT. 16, 1905.

EXTRA.

4:30 A. M.

CHICAGO TRAIN IS WRECKED

**Many Persons Injured in Accident
on the B & O Railroad.**

KIMMEL, Ind., Sept. 16.—East-bound passenger train No. 14 on the Baltimore and Ohio railroad, which left Chicago at 8:30 last night, collided with a light engine here early this morning. It is reported that one of the engineers and a baggage-man were killed and about thirty persons injured.

The light engine, which had been standing on a siding, pulled out onto the main line just in time to be "sideswiped" by the passenger train. One of the engines and four cars were completely wrecked.

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for \$1,000 an Acre.**

Twenty acres of the holdings of the Pullman Land Association have been transferred to William C. Wood, a real estate dealer, who will subdivide the property. The land is at the northeast corner of One Hundred and Fifteenth street and Indiana avenue and is south front, 308.61 by 1,262.32 feet. It was transferred by the trustees of the association for a consideration of \$52,850. Mr. Wood has given back a trust deed for \$48,000, secured on the property. The loan is for five years and is without interest until maturity, when the rate is to be 5 per cent. Francis B. Daniels, one of the trustees of the Pullman Land Association, is trustee for the loan.

CHRONICLE,
SEPT. 17, 1905.

OLD CARS TO SCRAP PILE

Policy of American Railroads Shows They Are Always Progressive.

One of the most significant of recent statements is made by the Pennsylvania railroad that it is about to send 15,000 freight cars, though in serviceable condition, to the scrap heap as fast as practicable, where the highest efficiency is less difficult. They will be replaced by cars made of pressed steel and of the most advanced type in perfection of equipment. No doubt this great retail and, which has been in many ways the most progressive in the world, would not have ventured on such wholesale renovation had not the promise of present and future transportation interests been so stimulating. It is most encouraging that precedence and sagacity in such high quarters point to a cloudless business horizon. Nor have there been lacking eloquent indications on the part of our other big railroads of a similar lavish, yet really economical, policy toward perfecting equipment, both of fixed plant and rolling stock.

Yet the importance of the overflowing scrap heap in all American industrial processes has been a mark-worthy fact for a good while. For the last thirty years at least manufacturers in every line of production have recognized the truest economy in keeping abreast with the very latest improvements in mechanism. The old, however good, has at once given place to something better, and the expense of substitution has in practice been quickly recouped by greater effectiveness in quantity and quality of product, with frequent reduction of labor cost to the piece.

The policy in other countries has been, on the other hand, that of retaining the locomotive, the engine, machine, or what not, as long as it would run with the help of tinkering. It is this, with the manufacture of duplicate parts, to save time and labor in making repairs when necessary, which has contributed so enormously to give our manufacturing methods the ascendancy which they have acquired. It is only just to say, however, that foreign manufacturers have begun to profit by our example in this way, as they have in many others, though it will be a good while before it will become an indispensable feature of system.

The great American scrap heap, then, is the mound on which the banner of industrial greatness has been planted. The Pennsylvania road in making such an apparent sacrifice pays homage to a most important principle and confirms confidence in that sagacity which has admittedly aided its management in the past. To carry as many tons as possible with the least expense of traction and maintenance is the ideal. That can only be achieved by the biggest, most powerful locomotives, the most capacious cars in ratio to weight and strength, heavy metal tracks and the most solid roadbeds. When this betterment shall have become common railroads will pay bigger dividends on lower rates. The sense of true economy finds in the continually growing scrap heap one of the most striking factors to this end.

TRIBUNE,
SEPT. 20, 1905.

BIRD MAY GIVE UP OFFICE

RUMORED THAT ILLNESS WILL CAUSE HIM TO QUIT GOULD LINES.

Reports Declare That Health of the Vice President of Consolidated Roads Will Not Permit Him to Return to Chicago and Resume Duties, from Which He Has Been Absent Practically Since Last March—May Remains in California.

There is a report in the consolidated Gould lines offices in Chicago that A. C. Bird, vice president of all the Gould lines, and one of the highest salaried railroad men in the country, will never be able to take up active duties again.

Mr. Bird is a sick man, and has been away from his desk in the Western Union building practically all the time since the first of last March. At present he is at Lamanda Park, California, where he has been since last June. It is said that the climate there agrees with him and that during the last two or three weeks he has been recovering slightly. But there is said to be little hope that he will be able to stand this climate.

Refuses to Confirm Rumor.

J. M. Johnson, assistant to Mr. Bird, refused to confirm the rumor that his chief will not return to work. He admitted that several dates had been set for his return, but declared that the last date set is only three weeks off, and that Mr. Bird will surely come back then.

Other officials of the Gould system do not take so optimistic a view of the vice president's condition.

Will Consider Rate Reductions.

The regular monthly meeting of the Western Trunk Line association will be held today. The docket is exceptionally large, there being 175 matters to come before the meeting. Among the important items is an application of the Ohio and Pennsylvania oil industries for a reduction in the rates on petroleum products from Chicago to St. Paul, Minneapolis, and Minnesota transfer points from 37 to 35 cents per 100 pounds.

Fruit Jobbers Charge Discrimination.

The Western Fruit Jobbers' association of Kansas City has filed complaint with the interstate commerce commission relative to the charges on bananas hauled from New Orleans to that city. It is alleged that Kansas City is discriminated against in favor of Chicago.

I. C. Building Separating Wall.

The Illinois Central has started work upon the construction of a concrete wall which is to separate the tracks on the east from the new Lake Front park. The start has been made at Park row, and the wall will be continued as far north as Randolph street. When it is completed the Illinois Central tracks will be practically in a tunnel.

WAITS FOR WIFE; KILLED.

W. F. APPELYARD OF PULLMAN CO. STRUCK DOWN BY TRAIN.

Superintendent of Equipment, at Station to Meet Returning Spouse, Falls a Victim Probably to Express on Which She Rides—She Goes Home Alone and Half an Hour Later Learns of His Fate—President of Master Car Builders Body.

While waiting for his wife at the Sixty-third street station of the Illinois Central railroad last night, William F. Appleyard, superintendent of equipment of the Pullman company, was run down and killed by a train. Mrs. Appleyard was returning from the east on a Michigan Central train. It is believed that this train killed her husband.

On finding that her husband was not at the station to meet her, Mrs. Appleyard proceeded at once to their residence, 4783 Lake avenue. Half an hour later she was called by the police to undertake rooms at 477 Sixty-third street, where the body of her husband had been taken. The body, fearfully mangled, had been seen on the tracks by suburban passengers who reported to the police.

Mr. Appleyard was 48 years old and began his service with the Pullman company twenty years ago. In 1886 he went with the New York, New Haven & Hartford railroad as master car builder. He returned to the Pullman company in 1901. He was president of the Master Car Builders' Association of America.

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While waiting for his wife at the Sixty-third street station of the Illinois Central railroad last night, William P. Appeyard, superintendent of equipment of the Pullman company, was run down and killed by a train. Mr. Appeyard was returning from the east on a Michigan Central train. It is believed that this train killed her husband.

On finding that her husband was not at the station to meet her Mrs. Appeyard proceeded at once to their residence, 4705 Lake avenue. Half an hour later she was called by the police to undertake rooms at 477 Sixty-third street, where the body of her husband had been taken. The body, fearfully mangled, had been seen on the tracks by suburban passengers who reported to the police.

Mr. Appeyard was 48 years old and began his service with the Pullman company twenty years ago. In 1883 he went with the New York, New Haven & Hartford railroad as master car builder. He returned to the Pullman company in 1901. He was president of the Master Car Builders' Association of America.

KILLED AS WIFE RIDES

Husband Run Down by Train While Waiting Arrival of Helpmeet.

PULLMAN OFFICIAL VICTIM

Mrs. W. P. Appleyard, a Passenger, Says "Too Bad," and Later Is Grief-Stricken.

Death instead of a tender greeting attended the homecoming last night of Mrs. William P. Appleyard, wife of the superintendent of construction of the Pullman Company. Five minutes before her train arrived at the Sixty-third street station of the Illinois Central her husband, who was waiting to meet her on her return from Michigan, was struck and killed by another train.

On her arrival at the scene of the accident Mrs. Appleyard, in common with other passengers, was informed that a man had been run down and killed.

"Too bad!" was the chorus in which the passengers joined.

It was not until she reached home nearly an hour later that Mrs. Appleyard received even a hint of the truth.

FIRST HINT OF TRUTH

The Michigan Central train bearing Mrs. Appleyard, who was accompanied by her sister, proceeded on to Thirty-ninth street where Mrs. Appleyard expected to find her husband in waiting. For five minutes or more they stood on the platform, then, thinking business might have detained Mr. Appleyard, she and her sister went directly to the residence at 4705 Lake avenue. There they were told by the maid that Mr. Appleyard had gone to Sixty-third street.

The wife, in agony of misgiving, went to the Sixty-third street station, and there was unable to get trace of her husband. Almost convinced that the victim of the accident was Mr. Appleyard, she asked where the body had been taken and was told that it could be found at the undertaking rooms at 477 Sixty-third street. There she identified the body as that of her husband and a distressing scene followed.

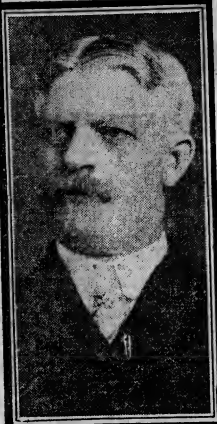
Efforts were made to get Mrs. Appleyard to return home, but she refused to leave the body, and had not returned home at 1 o'clock this morning.

STORY OF THE MAID.

"Mr. Appleyard left the house about 9 o'clock to go and meet his wife, who has been visiting in Michigan since last Saturday," said Orlena Geslander, the maid at the Appleyard home. "He found that the train was late when he went to the Thirty-ninth street station and made up his mind he would have time to get to the Sixty-third street station and meet her there."

Just how the accident happened the railroad officials have been unable to determine. Mr. Appleyard was most careful when in the vicinity of railroad tracks. It is thought he was run down while crossing the tracks, and so far as the police could learn it was a south-bound American Express train that struck him. He was 40 years old, and had been in the employ of the Pullman company for a number of years. There are no immediate relatives in the city and he could have no children.

Funeral Rite for Pullman Official.



W. P. APPLEYARD.

W. P. Appleyard, superintendent of equipment of the Pullman company, who was killed by a train at the Sixty-third street station of the Illinois Central railroad Tuesday night, was 48 years old. He was educated at Notre Dame university, where he studied engineering and architecture. Two years after graduation he engaged in the contracting business with his father and building at Lansing, Mich. He became mechanical inspector of the Pullman company in 1888 and later superintendent of repairs. Between 1895 and 1904 he was master car builder for the New Haven and Hartford railroad, returning to the Pullman company as superintendent of equipment in 1904. Funeral services will be held this morning at 8:30 o'clock at the undertaking rooms at 477 Sixty-third street. The services will be private. The body will be taken to Lansing, Mich., for interment.

New Head of Ann Arbor Railroad.
Directors of the Ann Arbor railroad company elected Frank A. Durban of Zanesville, O., president to succeed Joseph Ramsey Jr., who retired from active connection with the road some months ago. Mr. Durban is president of the Toledo and Ironton.

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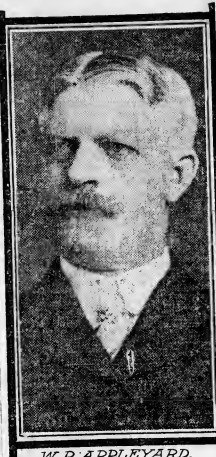
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TRIBUNE.
SEPT. 21, 1905.

GASOLINE RAILWAY MOTOR CARS.

The Union Pacific railway company has been making at Omaha some interesting experiments with gasoline motor cars, which it proposes to substitute for steam trains in its suburban service. The results of the tests have been highly satisfactory. One of the cars has reached a maximum speed of fifty-seven miles an hour while carrying fifty-seven passengers, and it is believed as good average time can be made with them as with steam trains.

The application to railway cars of the gasoline motor—which, as is well known, is extensively used in the propelling of automobiles—was first experimented with and put into practical use in England a year ago. The Union Pacific's gasoline motor car No. 1, which was first put on the rails last March was constructed on new lines. As it gave better satisfaction than any similar car which previously had been tried all the cars subsequently built by that company have been built according to the same plans. The gasoline motor used is similar to those by which automobiles are driven. The car tapers at both ends and is rounded on the roof like a yacht, so as to reduce the wind resistance to a minimum. By means of air brakes the car may be stopped within 112 or 115 feet when going twenty miles an hour. The vibration and noise of the engine have been almost eliminated and the exhaust is so muffled as scarcely to be perceptible. Tests have shown that the motor not only will run a car at high speed but that it will pull heavy loads.

The advantages railroads would derive from the adoption of gasoline motor cars in their suburban services are considerable. At the present time they are competing with the electric lines for suburban business with doubtful success and generally giving poor satisfaction to their patrons. The operation

of steam trains costs so much that during most of the day it does not pay to run them at frequent intervals. But suburban dwellers desire trains at frequent intervals. Consequently they patronize the steam roads' rivals, the electric lines. It has looked as if the railroads would have to electrify their lines if they were to hold and increase their suburban business. Electrification, however, would cost a great deal of money. The introduction of gasoline motor cars, if they were successful, would enable the railroads to run cars on their suburban lines as often as the electric lines. It would, at the same time, save them the great expense of electrifying. They would be advantageous to the public as well as to the railroads. They would improve rapid transit facilities, enable the railroads' suburban patrons to ride to and from their homes without being choked and begrimed with soot and coal smoke; and would diminish the amount of smoke which now pollutes the air of cities. The tests of gasoline motor cars now being made may prove the introduction to an important and salutary revolution in railway suburban services.

EVE. POST.
SEP. 21, 1905.

STRENGTHENING THE ROADBED.

The decision of the New York Central Company to expend a matter of \$5,000,000 in relaying all its main tracks with 100-pound rails is a striking indication not only of the vast railroad equipment that are being made in the improvements but of the demands that a constantly increasing traffic is making on the best mechanical and constructive skill of railroad engineers.

Here and there for several years the 100-pound rail has been given a trial, but generally it has seemed—at least until within a short time—that the 85-pound rail was heavy enough. Only last year, in fact, the New York Central was busy renewing its tracks with this weight.

But, in the opinion of the engineers, experience has proved that nothing lighter than the 100-pound rail will make a roadbed sufficiently strong to carry the heavy locomotives and cars and to withstand the high speeds of today.

Larger and heavier freight and passenger cars have required larger and heavier locomotives to haul them; and ever before the traffic managers has been the demand for increased speed. These combined have placed the 85-pound rail on the retiring list.

The secret of safe and successful railroad operation lies in the roadbed. There is practically no limit to the size of cars or the weight and speed of locomotives. The problem is: How much can the roadbed stand? Within a few years the 100-pound rail will be standard. How long will it be before the 115-pound rail will supplant it?

INTER OCEAN.
SEPT. 22, 1905.

NEW LOCAL TERMINAL FOR BIG FOUR ROAD

Trains Expected to Enter Chicago
Early Next January Over New
Cut-Off and Lake Shore Instead
of by Way of Illinois Central.

ST. PAUL SYSTEM TO BUILD TO PACIFIC COAST AT ONCE

Announcement of Plans for Extension
Expected at Meeting of the
Stockholders Saturday—Tin Plate
Rates.

The Cleveland, Cincinnati, Chicago & St. Louis expects to be able to enter Chicago by way of its new cut-off and the Lake Shore tracks early in January. Work of construction of the new line from Danville, Ill., to Indiana Harbor, Ind., has been going forward rapidly.

When the 100 miles of new track is completed all the Vanderbilt lines entering Chicago will be independent of other systems for trackage accommodations. The Big Four, which heretofore has had to use the tracks of the Illinois Central, will use the Lake Shore from Indiana Harbor.

In carrying out plans for terminal and other improvements in and around Chicago the Vanderbilt management has endeavored to further secure its independence. By next spring it will have its own trackage connecting with a number of the biggest manufacturing enterprises in the city.

St. Paul to Build to Coast.

The Chicago, Milwaukee & St. Paul railroad will hold its annual meeting of stockholders next Saturday. Chairman Rawell holds next Saturday. Chairman Rawell is expected to announce that definite plans have been arranged for an extension of the railroad to the Pacific coast. This plan was considered about a year ago, but was abandoned as a result of a traffic agreement with the Union Pacific, under the terms of which the St. Paul was to receive an equitable share of the through freight.

The Grand Trunk and the Western Pacific have determined, however, to push their route to the Western coast. It is expected, therefore, that the \$25,000,000 of the stock authorized in that project may be issued. The new line will probably be extended from Ewarta, S. D., through the vicinities of Butte, Helena and Anaconda, through Spokane, Tacoma, to Olympia, Seattle, Portland, and Vancouver.

Within two years there will be three new lines to the Pacific coast. St. Paul, Grand Trunk, and the Missouri Pacific, in connection with the Western Pacific. If these the Grand system will be the first to be completed.

FIGHT PICTURES SAVED.

Cars Overturned in Wrecking of Paul
Trains, but Views of the Nelson-
Britt Contest Rescued.

NEWTON, Kan., Sept. 21.—The east-bound California Flyer on the Santa Fe Road was wrecked at Walton, a small station eight miles east of here, last night. Fred Kemppich of Chicago, second cook on the dining car, was badly scalded. No one was killed. As the train approached Walton the trucks of the baggage car left the rails, followed by the dining car and the sleeper. The dining car and the sleeper ran about 100 feet on the ties and then broke over. Fortunately the muddy bank broke the force of the fall, and most of the passengers were enabled to alight in safety.

William Britt, manager of the prize fighter Jimmy Britt, was on the train with the moving pictures of the recent Britt-Nelson fight. Neither Britt nor the pictures were injured.

TRIBUTE.
SEPT. 21, 1905.

GASOLINE RAILWAY MOTOR CARS.

The Union Pacific railway company has been making at Omaha some interesting experiments with gasoline motor cars, which it proposes to substitute for steam trains in its suburban service. The results of the tests have been highly satisfactory. One of the cars has reached a maximum speed of fifty-seven miles an hour while carrying fifty-seven passengers. It is believed as good average time can be made with them as with steam trains.

The application to railway cars of the gasoline motor—which, as is well known, is extensively used in the propelling of automobiles—was first experimented with and put into practical use in England a year ago. The Union Pacific's gasoline motor car No. 1, which was first put on the rails last March was constructed on new lines.

As it gave better satisfaction than any similar car which previously had been tried all the cars subsequently built by that company have been built according to the same plans. The gasoline motor used is similar to those by which automobiles are driven. The car tapers at both ends and is rounded on the roof like a yacht, so as to reduce the wind resistance to a minimum. By means of air brakes the car may be stopped within 112 or 115 feet when going twenty miles an hour. The vibration and noise of the engine have been almost eliminated and the exhaust is so muffled as scarcely to be perceptible. Tests have shown that the motor not only will run a car at high speed but that it will pull heavy loads.

The advantages railroads would derive from the adoption of gasoline motor cars in their suburban services are considerable. At the present time they are competing with the electric lines for suburban business with doubtful success and generally giving poor satisfaction to their patrons. The operation

of steam trains costs so much that during most of the day it does not pay to run them at frequent intervals. But suburban dwellers desire trains at frequent intervals. Consequently they patronize the steam roads' rivals, the electric lines. It has looked as if the railroads would have to electrify their lines if they were to hold and increase their suburban business. Electrification, however, would cost a great deal of money. The introduction of gasoline motor cars, if they were successful, would enable the railroads to run cars on their suburban lines as often as the electric lines. It would, at the same time, save them the great expense of electrifying. They would be advantageous to the public as well as to the railroads. They would improve rapid transit facilities, enable the railroads' suburban patrons to ride to and from their homes without being choked and begrimed with soot and coal smoke; and would diminish the amount of smoke which now pollutes the air of cities. The tests of gasoline motor cars now being made may prove the introduction to an important and salutary revolution in railway suburban services.

EVE. POST.
SEP. 21, 1905.

STRENGTHENING THE ROADS.

The decision of the New York Central Company to expend a matter of \$5,000,000 in relaying all its main tracks with 100-pound rails is a striking indication not only of the vast railroad equipment but of the demands that a constantly increasing traffic is making on the best mechanical and constructive skill of railroad engineers.

Here and there for several years the 100-pound rail has been given a trial, but generally it has seemed—at least until within a short time—that the 85-pound rail was heavy enough. Only last year, in fact, the New York Central was busy renewing its tracks with this weight.

But, in the opinion of the engineers, experience has proved that nothing lighter than the 100-pound rail will make a roadbed sufficiently strong to carry the heavy locomotives and cars and to withstand the high speeds of the day.

Larger and heavier freight and passenger cars have required larger and heavier locomotives to haul them; and ever before the traffic managers has been the demand for increased speed. These combined have placed the 85-pound rail on the retiring list.

The secret of safe and successful railroad operation lies in the roadbed. There is practically no limit to the size of cars or the weight and speed of locomotives. The problem is: How much can the roadbed stand? Within a few years the 100-pound rail will be standard. How long will it be before the 115-pound rail will supplant it?

INTER OCEAN.
SEPT. 22, 1905.

NEW LOCAL TERMINAL FOR BIG FOUR ROAD

Trains Expected to Enter Chicago Early Next January Over New Cut-Off and Lake Shore Instead of by Way of Illinois Central.

ST. PAUL SYSTEM TO BUILD TO PACIFIC COAST AT ONCE

Announcement of Plans for Extension Expected at Meeting of the Stockholders Saturday—Tin Plate Rates.

The Cleveland, Cincinnati, Chicago & St. Louis expects to be able to enter Chicago by way of its new cut-off and the Lake Shore tracks early in January. Work of construction of the new line from Danville, Ill., to Indiana Harbor, Ind., has been going forward rapidly.

When the 100 miles of new track is completed all the Vanderbilt lines entering Chicago will be independent of other systems for trackage accommodations. The Big Four, which heretofore has had to use the tracks of the Illinois Central, will use the Lake Shore from Indiana Harbor.

In carrying out plans for terminal and other improvements in and around Chicago the Vanderbilt management has endeavored to further secure its independence. By next spring it will have its own trackage connections with a number of the biggest manufacturing enterprises in the city.

St. Paul to Build to Coast.

The Chicago, Milwaukee & St. Paul railroad will hold its annual meeting of stockholders next Saturday. Chairman Roswell P. Miller is expected to announce that definite plans have been arranged for an extension of the railroad to the Pacific coast. This plan was considered about a year ago but was abandoned as a result of a traffic agreement with the Union Pacific, under the terms of which the St. Paul was to receive an equitable share of the through freight business. The Grand Trunk and the Western Pacific have determined, however, to push their system to the Western coast. It is expected, therefore, that the \$25,000,000 of the stock authorized in 1902 will now be issued. The new line will probably be extended from Evans, S. D., through the vicinities of Britte, Helena, and Anaconda, thence through Spokane, Tacoma, Olympia, Seattle, Portland, and Vancouver.

Within two years there will be three new lines to the Pacific coast, St. Paul, Grand Trunk, and the Missouri Pacific in connection with the Western Pacific. Of these the Gould system will be the first to be completed.

FIGHT PICTURES SAVED.

Cars Overturned in Wrecking of First Train, but Views of the Nelson-Britt Contest Escape.

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CHRONICLE
SEPT. 24, 1905.

205

**OVERSIZE
CLIPPING
INSERTS
FILMED AT
END OF
VOLUME**

EXAMINER
SEPT. 26, 1905.

5 KILLED AS FLYER SMASHES INTO CAR OF RAILWAY CHIEF

Private Coach of Gen. Manager
of Pennsylvania Knocked
Into Kindling Wood in Colli-
sion and Brother-in-Law Dies

LIST OF THE DEAD MAY BE INCREASED

Crash Comes Near Philadelphia
While Local Was on Siding,
Limited Suffers but Slightly
From the Terrific Impact.

PHILADELPHIA, Pa., Sept. 25.—Five men were killed and more than twenty injured in a collision at 2:45 this afternoon between the St. Louis limited and a local passenger train at Pwoll, on the main line of the Pennsylvania Railroad, nineteen miles out of Philadelphia.

The limited struck an open switch and plunged into a siding, on which stood the local. The last coach of this latter train was a special car belonging to W. W. Atterbury, general manager of the Pennsylvania Railroad. In it were some friends of Atterbury's and a number of employees of the road.

The only damage to the limited was a broken pilot and some broken windows. The local was smashed to kindling wood.

List of Dead and Hurt.

The dead:
F. A. Braslow, Haverford, Pa.; brother-in-law of General Manager Atterbury.
G. S. Walton, Altoona, Pa.; steam heat inspector.

Ed. N. Pennypacker, Philadelphia; foreman of car inspectors.

Charles Dunbour, shopman.
E. E. Gardano, manager of the West Philadelphia car shops.

THE INJURED.

Noble Redmond, thigh fractured, and Arthur Redmond, leg broken, porters of the limited; N. V. Elliott, superintendent of Safety Car, Heating & Lighting Company; Richard Cook, collar bone broken; D. N. Perrine, broken bones and internal injuries, master mechanic; Steven MacCall, conductor of local, broken arm.

CHRONICLE
SEPT. 28, 1905.

SLEEPS ON \$3,200; LOSES IT

Passenger on Lackawanna Train Has
Six Companions Arrested.

BUFFALO, N. Y., Sept. 27.—Claiming that he had been robbed of \$3,200 while asleep in his berth, Louis J. Kugle of Manchester, N. H., caused the arrest of six of his fellow passengers on a Delaware, Lackawanna and Western train upon his arrival here from New York. One of the number is a woman. Kugle said that some days ago he received a telegram at Manchester saying that the persons under arrest had some sort of a gambling scheme to operate in Buffalo, whereby considerable profit could be realized and instructing him to bring along \$3,000. He said that he took \$3,200 or more and went to New York city, where he met the others. The entire party started for Buffalo last evening.

The alleged victim declared that when he entered his berth he placed his roll of bills under a blanket. When he awoke this morning, according to his story, his money was gone. His companions claimed to know absolutely nothing of the alleged robbery.

The police allowed one of the men to go. Those obtained are William W. Partridge, who claims to be proprietor of a dry goods store in New York; his wife, and Frank Spaulding, William J. Keenan and George Blake, bookmakers.

TRIBUNE
SEPT. 29, 1905.

LOSES TROUSERS, DELAYS TRAIN

Omaha Man Ties Up Traffic at Denver
Until He Gets Substitute for
Stolen Trousers.

Denver, Colo., Sept. 28.—[Special.]—E. D. Hall of Omaha delayed passenger traffic half an hour this morning by the row he pulled over the loss of his only pair of trousers, which had been stolen from him in a Pullman sleeper. He was in the through car, and when an attempt was made to get him out so the car could proceed west he refused to budge. The officials, in despair, finally rushed uptown and secured him a makeshift covering for his extremities.

EXAMINER
OCTOBER 10, 1905.

NEW PARK AT PULLMAN IS OPENED TO PUBLIC

Dedication Services Attended by Two
Thousand Persons—Music and
Fireworks Are Features.

Two thousand persons attended the dedication of Palmer Park at Pullman last evening. This beautiful place of recreation was established at a cost of \$300,000. The park consists of forty acres and there will be gymnasiums for boys and girls, a wading pool, swimming pool, lecture and club-rooms, and later a library.

The dedicatory exercises were held under the auspices of the Business Men's Association of Chicago. The address of the evening was made by Park Commissioner Henry G. Foreman. A concert and fireworks were features.

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The only damage to the limited was a broken pilot and some broken windows. The local was smashed to kindling wood.

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The Free Press.

Published Daily.

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OTTO CARMICHAEL.....Publisher.

FRIDAY MORNING, MARCH 2, 1906.

PULLMAN MUST PAY

Company's Taxes Will Be
About \$7,000 This Year.

PRACTICALLY NOTHING BEFORE

That Portion of Galbraith Law Providing for Taxation of Sleeping Car Companies Was Ever Knocked Out by the Recent Decision of the Supreme Court.

Adrian, Mich., March 1.—"Victory in a lawsuit produces considerable hilarity, while a defeat causes much indignation," noted Atty.-Gen. Bird in a little chat with The Free Press this afternoon.

The attorney-general was hilarious rather than dejected, and the cause is found to be the fact that an important phase of the supreme court's opinion on the Galbraith bill has been overlooked.

It will be recalled that last winter, when there was such a demand by the people that the Pullman company should be taxed, a bill was prepared by one of its representatives in Lansing which would yield from \$70 to \$1,000 a year in taxes, based upon the data which the attorney-general had. This bill was prepared by the lobbyist after he saw that some kind of legislation was going through.

Atty.-Gen. Bird had a bill drawn in his department which, it was figured from the data in his department, would yield about \$5,000 taxes from the Pullman company.

The Galbraith bill, which was practically the old tax law, with the equalizing feature added, and Bird's Pullman measure tacked on, was introduced and slid through.

In his brief to the supreme court Atty.-Gen. Bird pointed out that the only part of the Galbraith bill which was unconstitutional was the equalization clause. The supreme court coincided with Atty.-Gen. Bird, which leaves the amendment taxing the Pullman company to stand as a part of the law.

"Last year," said Mr. Bird, "the Pullman people paid either \$4 or \$7 taxes, I forget which. This year they will pay only about \$7,000, for the reason that the law did not go into effect early enough so that the commission could demand a new report from them. They were caught at their own game."

DIST. SUPT. OFFICE,
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Denies Jurisdiction of Commission
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[SPECIAL TO THE RECORD-HERALD.]
WASHINGTON, June 13.—A test of the constitutionality of the railroad rate law is to be made by the Pullman company. Notice to this effect was given by the company to-day in its answers to the complaint in three cases brought by George S. Loftus of St. Paul. Mr. Loftus complained to the interstate commerce commission that it was not reasonable to charge as much for an upper as for a lower berth, and asked the commission, in compelling the company to make a difference in its rates, to also lower them.

The Pullman company, in its answers, admits that Mr. Loftus properly stated its corporate name, but avails from that it is not willing to admit anything except that its charges for the use and occupancy of berths is the same. It denies that the charge is excessive, unreasonable, unjust or discriminatory.

The Pullman company, in denying the interstate commerce commission, "denies it is a common carrier engaged in the transportation of passengers." The jurisdiction of the commission is defined under the law, which reads: "The term 'common carrier,' as used in this act, shall include express companies and sleeping-car companies."

It is the understanding at the commission that, should the charges of Mr. Loftus be sustained, the Pullman company will contest the jurisdiction of the commission and bring the question of the constitutionality of the law, so far as it affects the company, into the courts.

Coupled with the Pullman company in the complaints are the Great Northern, Chicago, St. Paul, Minneapolis and Omaha and the Chicago and Northwestern railways, over which Mr. Loftus traveled when subjected to sleeping-car charges against which he protests. It develops that the Great Northern operates its own sleeping cars and that in one of the three cases the Pullman company is not responsible for the rates.

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At a meeting of the general passenger agents of these lines in this city yesterday a resolution was passed declaring that hereafter no dogs will be allowed in any coach or sleeping car under any conditions, and that furthermore they must be considered as baggage and paid for at the regular excess rate. The minimum charge will be 25 cents per caskin.

Railroad representatives said that for a long time patrons have been complaining of the custom of allowing passengers to take dogs into the cars with them. In many cases special permits were given for this where the dog was sufficiently small to be kept on the lap of a passenger or with a chain in the smoking compartments.

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Ladies Home Journal for November, 1907.



How the
Public
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Record-Herald June 14/07

EXAMINER SEPT. 16, 1907

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Public
is "Done"

WHEN WE GIVE A QUARTER to a Pullman-car porter some morning for making up our berth and brushing us off we little realize what all the quarters given that morning amount to. But just listen to a little computation recently made: There are eight thousand porters in the employ of the Pullman Company. It is conservative to reckon their "tips" at a dollar a day. That would make eight thousand dollars a day, or two million nine hundred and twenty thousand dollars a year—just for Pullman-car porters! Now, an able-bodied man, such as the average porter usually is, should be able to make ten dollars a week or forty dollars a month. But the Pullman Company pays its porters twenty-five dollars a month, and leaves the porters to get the rest of what the company should pay from the public. Thus the company saves fifteen dollars a month on each porter, and on eight thousand porters this actual saving to a company, already earning millions of dollars in a year, is one million four hundred and forty thousand dollars a year! See how the "tipping" system works? The porter, like the waiter, does not get the whole benefit, but due allowance for the habit is made by corporations in the wage they pay their employees, and thus their already bursting treasuries are swelled at the expense of the public. We pay a good price for a Pullman seat, and then we are expected—for that is what it has come to now—to help pay the porter's salary. It certainly would seem that the time had come for the gullible public to realize how corporations actually profit by the millions that the people intend as generosity to inadequately-paid workers.



Interior of Sleeping Car, Showing New Lights—Exhibit of the Pullman Co., at St. Louis.



Interior of Parlor Car—Exhibit of the Pullman Co., at St. Louis.

back coverings are used in the sections, and silk tapestry in the drawing and state rooms.

Parlor Car "Napoleon"

Is finished in dark vermilion wood ornamented with marquetry design of flowers and a sparing amount of carving in the "Colonial" style; the car presents a most luxurious appearance, and the color scheme used in the tapestry, coverings of chairs, the ceiling, carpets and draperies, is very harmonious. The colorings of the leaded deck sash in this car are particularly fine. Lamps of special design, finished in lemon brass, with "Colonial" cut glass globes, are placed in the ceiling, and miniature lamps of same design pattern along the deck beams. The drawing room is finished in satin wood encircled with delicately colored roses in marquetry. This room contains a Davenport and two easy chairs, covered with a handsome old rose tapestry; the rug carpet is of the same delicate shades. The women's toilet apartment is finished in satin wood, and the men's toilet room in Moro wood; both these rooms have the walls and floors of anex finish in white tiling.

Compartment Observation Car "Louisiana"

Contains six communicating state rooms, each complete with toilet appliances, and finished, respectively, in tonguin, light vermilion, koko, St. Jago mahogany, English oak and dark vermilion, and an observation room finished in light ver-

million. The woods for these various rooms have been specially selected for beauty of figure and color, each room having its individual color scheme that blends with the various woods, and designed in the "modern style." The ornamentation and details are worked out in refined lines and flowers of inlay. There are no ceiling lamps in this car; in the state rooms artistically designed lamps are placed in the bulkheads over each door opening, with shades of opal glass, affording ample light. In the observation room a novel lighting effect is obtained by clusters of electric lights that represent flowers budding out of a stem entwined with leaves; these lamps are located in the wainscoting. In this room the wood finish terminates about eighteen inches from the lower deck ceiling, and the finish is continued in burlap artistically decorated in stencil ornament. The lower deck is flat, instead of rounded, and it and the main ceiling are colored in odd ivory. A special and attractive feature of this car is the "office"—an open compartment separated from the observation room by an open screen; this room contains a writing table, book case, typewriting outfit, etc. The large observation platform is recessed into the end of the car, and gives a clear space of 6x9 ft.; it has a handsomely decorated dome, a rubber tile floor, and is provided with brass railings and gates.

Passenger Coach "1903." This car measures 71 ft. in length, exclusive of

platforms. The interior is finished throughout in African mahogany, decorated with marquetry designs. Leaded art glass is used in deck and window transoms. Thirty-six Scurrit reversible seats upholstered in green plush, will accommodate 72 passengers. Latest design ceiling lamps are used. An entirely new feature is a swinging partition at each end of car, which is swung toward the side of the car when passengers are being received or discharged; when returned to its former position, it screens from view the entrance to the lavatories, and cuts off drafts from the end doors.

Chair Car "1903."

This is also 71 ft. in length over sills. It is finished in Cuban mahogany, and is of similar design to the passenger coach. The car is equipped with 72 Richards reclining chairs, upholstered in figured green plush. It is also provided with swinging partitions at each end, like those in the coach.

Cafe Smoking Car "Centennial"

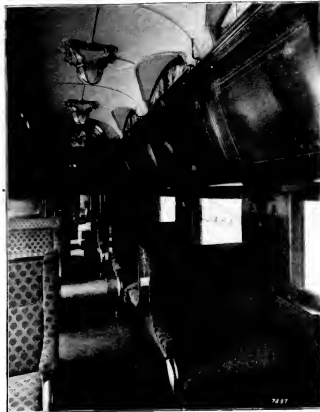
The cafe car is a comparatively recent innovation in railway service, being a compromise between the regular dining car and the buffet car. This car contains a dining room 26 ft. in length, having six tables; the usual pantry, kitchen and buffet, and a smoking room 21 ft. in length. The dining room is in English oak. The square-beamed oak ceiling, and wainscoted and burlap side finish give a remarkable spacious and house-like ef-



Observation-Compartment Car; Interior of Observation End—Exhibit of the Pullman Co., at St. Louis.



Dining Room in Cafe-Smoking Car—Exhibit of the Pullman Co., at St. Louis.



Interior of Sleeping Car, Showing New Lights—Exhibit of the Pullman Co., at St. Louis.



Interior of Parlor Car—Exhibit of the Pullman Co., at St. Louis.

luck coverings are used in the sections, and silk tapestry in the drawing and state rooms.

Parlor Car "Napoleon"

Is finished in dark vermillion wood ornamented with marquetry design of flowers and a soaring amount of carving in the "Colonial" style; the car presents a most luxuriant appearance, and the color scheme used in the tapestry coverings of chairs, the ceiling, carpets and draperies, is very harmonious. The colorings of the leaded glass sash in this car are particularly fine. Lamps of special design, finished in lemon brass, with "Colonial" cut glass globes, are placed in the ceiling, and miniature lamps of same design pattern along the deck beams. The drawing room is finished in satin wood curvatures with delicately colored roses in marquetry. This room contains a Havemport and two easy chairs, covered with a handsome old rose-tapestry; the rug carpet is of the same delicate shades. The women's toilet apartment is finished in satin wood, and the men's toilet room in Moro wood; both these rooms have the walls and floors of annex finished in white tiling.

Compartment Observation Car "Louisiana"

Contains six communicating state rooms, each complete with toilet appliances, and finished, respectively, in touquin, light vermillion, koko, St. Jago mahogany, English oak and dark vermillion, and an observation room finished in light ver-

million. The woods for these various rooms have been specially selected for beauty of figure and color, each room having its individual color scheme that blends with the various woods, and designed in the "modern style." The ornamentation and details are worked out in refined lines and flowers of inlay. There are no ceiling lamps in this car; in the state rooms artistically designed lamps are placed in the bulkheads over each door opening, with shades of opal glass, affording ample light. In the observation room a novel lighting effect is obtained by clusters of electric lights that represent flowers budding out of a stem entwined with leaves; these lamps are located in the wainscoting. In this room the wood finish terminates about sixteen inches from the lower deck ceiling, and the finish is continued in burlap artistically decorated in stencil ornament. The lower deck is flat, instead of rounded, and it and the main ceiling are colored in odd ivory. A special and attractive feature of this car is the "office"—an open compartment separated from the observation room by an open screen; this room contains a writing table, book case, typewriting outfit, etc. The large observation platform is recessed into the end of the car, and gives a clear space of 6x9 ft.; it has a handsomely decorated dome, a rubber tile floor, and is provided with brass railings and gates. Passenger Coach "1802."

This car measures 71 ft. in length, exclusive of

platforms. The interior is finished throughout in African mahogany, decorated with marquetry designs. Lensed art glass is used in deck and window transoms. Thirty-six Scamitt reversible seats upholstered in green plush, will accommodate 72 passengers. Latest design ceiling lamps are used. An entirely new feature is a swinging partition at each end of car, which is swung toward the side of the car when passengers are being received or discharged; when returned to its former position, it screens from view the entrance to the lavatories, and cuts off drafts from the end doors.

Chair Car "1903."

This is also 71 ft. in length over sills. It is finished in Cuban mahogany, and is of similar design to the passenger coach. The car is equipped with 72 Richards reclining chairs, upholstered in figured green plush. It is also provided with swinging partitions at each end, like those in the coach.

Cafe Smoking Car "Centennial."

The cafe car is a comparatively recent innovation in railway service, being a compromise between the regular dining car and the buffet car. This car contains a dining room 26 ft. in length, having six tables; the usual pantry, kitchen and buffet, and a smoking room 21 ft. in length. The dining room is in English oak. The square-beamed oak ceiling, and wainscoted and burlapeted side finish give a remarkable spacious and house-like ef-



Observation-Compartment Car: Interior of Observation End—Exhibit of the Pullman Co., at St. Louis.



Dining Room in Cafe-Smoking Car—Exhibit of the Pullman Co., at St. Louis.

third

lect; the design is "Old English." The ceiling and side lamps and chandeliers are of art glass and verbe antique metal work. The smoking room, finished in Moro wood, and of similar design to that used in the dining room, contains eight large leather upholstered chairs, a lounge and two sections. There is also a writing desk and the usual toilet facilities. The leaded glass windows are similar to those in the dining room.

Tourist Car "Mississippi."

The tourist (or second-class) sleeper is 62 ft. in length and contains sixteen sections, the seats and backs being rattau upholstered. Inside finish is plain Mexican mahogany. Washstands are of white metal. At the women's end of the car the heater is provided with an oven for warming food; there is also an enameled sink for washing dishes, etc.

Private Car "President."

Contains three large private rooms en suite, a bath room, an observation room and a large dining room. The latter is finished in dark vermillion wood, and will seat eight persons. Private room "A," finished in Cuban mahogany, has a Davout lounge bed heavily upholstered. Room "B" is finished in tonquin wood; this room has a luxurious Davout lounge eight feet in length along the side of the car. Room "C" is finished in light vermillion wood, and contains a brass bed. Each room has a wardrobe, dresser and complete toilet conveniences. The observation room, containing lounge and large easy chairs, is finished in English oak. The bath room is finished in white enameled tiling, and its appointments include a shower bath. In the forward end of the car are the kitchen, pantry and servants' room, all in Mexican mahogany. Leaded art glass enameled windows and deck trappings, verbe antique lamps and trimmings of special patterns, together with the carved and marquetry designs of the "Louis XIV" style, and the general appointments throughout the car produce an artistic and sumptuous effect.

Convention of the International Boilermakers' Association.

The subject of "Feed Water as Found in the East," was discussed at the convention of the International Railway Boilermakers' Association held in Indianapolis, Ind., last week. The committee on the subject reported by means of individual papers, abstracts of which we give below:

Mr. Wm. Stewart, Master Boilermaker of the B. & O., at Pittsburg, Pa., said in part: "The water of the Pittsburg division, in the fall of the year, I have known to contain as high as twenty-six grains to the gallon. We had considerable trouble for a great many years before we commenced the use of soda ash, although we had been using soda ash to a very light extent. In November, 1887, we had at one time, eighteen engines taken off on account of leaking. These engines were practically new, being only a few years old. The water then contained twenty-six grains to the gallon. We then got to using soda ash, applying about one hundred pounds every twenty-four hours at each and every one of the water stations. This overcame the leakage, but then we had other troubles to contend with, such as valves, and in fact all steam fittings in and around cauds.

"On the Wheeling branch of the Pittsburg division, we have no such trouble to contend with, as the water is favorable, being free from acids. But most all our water is pumped from creeks into reservoirs, these reservoirs, being simply a hole in the ground, contain considerable sediment and foreign matters. We have to take particular care in the cleaning of all engines running on the Wheeling division; they are washed every eight or ten days.

"The water we get east of Connellsville is all mountain water and very favorable to boilers. I have known engines running in hard service for ninety days without boiler cleaning and when plugs were removed would find but one inch or one and one-half inches of foreign matter on the top of the mud ring.

"The water question is a serious one and it has been a source of trouble on our division. Our shifters at McKeesport get the worst of it. I have applied an entire new set of fins and in nine months have renewed them and threw them into the scrap heap on account of being so badly pitted with the acid water. We had an accident three weeks ago, caused by low water, that blew out the crown sheet and one side sheet and ripped part of the door sheet away. This engine is only about one year old. The pitting around the hot-ton of side sheets, extending from mud ring thirty inches up, is something that would surprise the majority of our fellow craftsmen; in fact, it surprised me, as I did not expect to see such conditions.

"A few years ago we made it a rule that if an engine worked in the Pittsburg branch for two weeks, we would change her around and make her run in the Wheeling district. By doing so we could keep our engines on the road. We fill our engines up to three gallons on arrival at ash pit, and ejectors on and allow them out until water shows only on lower gages.

"We have a man as water inspector who makes the rounds of all our lad water stations each day for the purpose of testing and reporting to me what he determines to what extent the water should be treated. The process we use is, first, we have a hurette which is numbered from one to fifty. Between each figure is ten-tenths, which equals one whole grain. We use caustic of potash in the glass, or hurette, and four or five drops of phenolphthalein in five hundred cubic centimeters, equal to one pint of water. These two acids, being mixed together, will turn the water light red; then we get the water the right shade that gives us the amount of soda ash to use to tank feet of water. About every three-fourth grain of acid in the water calls for three-fourth pounds of soda ash."

Mr. H. H. Davis, F. B. M., L. & N. Ry Co., Covington, Ky.: "On the two northwestern divisions of the L. & N. entering Cincinnati, Ohio, we have good water, when it is clear from mud. Our feed water is received from creeks and rivers, which has been, during the last six months, so irregular in its stages and its deposits on account of the often and sudden rain storms in this section. After the impurities of the surface of the earth have settled, the water contains alkali, carbonate of lime and sulphate of lime in small quantities. In winter, during the cold season, the water gets hard, most of the creeks having solid lime rock bottoms, though the water is soft when all streams are running swift. Percentage of the above substances to water, I am not able to determine at present.

"Alkali found in the lime indicates that the water contains carbonate of lime. Adding oxalic acid to a sample of the water, a precipitate was caused, which also indicates the presence of lime. Again some water mixed with a solution of barium chloride which formed a white precipitate and on adding nitric acid in a small quantity, the precipitation would not re-dissolve, which indicates that sulphate of lime is present.

"Sulphate of lime is so very fine and it is deposited on the flues and fire-box, in fact all the boiler, and forms a hard scale under the influence of the heat on opposite side of the sheet."

Correspondence.

Railway Consolidation.

Editor Railway and Engineering Review:

Propos to the editorial "Railway Consolidation," in the Railway and Engineering Review of April 30, please allow me once more to suggest that railways and trolley lines are the circulating system of the body-politic—and the perfection of this system both implies and demands railway consolidation. The time is coming, indeed, we believe, when the entire circulating and nervous systems of the world—railways, trolley lines, steamboats, steamships, and telegraph and telephone lines—will be consolidated and will be run in the common interest. The foundation of this common world service was laid far back in 1871 when the World Postal Union was established with its seat in the beautiful city of Berne in the heart of central Europe.

The keynote of the postal service of the world is on the basis of the cost of the service rendered. As far back as 1839 Rowland Hill proved that on a great transport machine like a railroad, the cost of transportation was practically the same for all distances. Our present system of railway rates is taxation without representation in its most dangerous form, says Hon. C. G. Frouty, of the Interstate commerce commission. We must substitute for this system of transport taxation the uniform stable system of the postoffice. The postoffice must absorb the railroad. Railway stations must be made stationary postoffices.

Between stations and the homes and business places of the people—the handling of the mail, letters, parcels, persons, must be done on traveling postoffices, marking their rounds at regular intervals—some running express, carrying the smaller parcels—others following with persons, others with baggage and general merchandise. The traveling postoffices will carry men on board whose business will be the collecting, assorting and delivering of postal matter en route. Rates will be uniform.

Door to door throughout the United States of America and at no distant day throughout the world, and the very lowest existing railway rate between the nearest stations of the different serv-

ices will prove all sufficient to meet the cost of the service rendered. The business of the circulating and nervous systems of the body-politic is to eliminate time and space, to tame the mountains, bridge the seas, to open the whole world to the delight, the comfort of every human being. And once completed it will be found that as it requires no more power to carry the life blood from one valve of the heart to the other, than to carry it to the finger tips, so practically the same power that takes one a mile will take him a thousand miles.

In a great transport machine what costs is the movement of the machinery. The machinery, in motion the cost of the transport of a man or of a piece of freight on the machine is the same, whatever the distance traveled on the machine.

This is the truth that must be heeded into the brains of congressmen and of senators. Under any reasonable condition of things it will be found that every human being and every place on this planet is a complement of every other human being and of every other place. Competition is war. The keynote of human harmony is co-operation. The business of the railway is co-operation. The railway is a public agency—its functions, therefore, governmental. Its motto must be "All for one, one for all." This is the motto of the Postal Progress League. James L. Govey.

See the Postal Progress League.

Proposed Change for Wheel Flanges.

Portland, Ore., May 10, 1904.

Editor Railway and Engineering Review, Chicago.

I read in the Railway and Engineering Review some time ago a suggestion that the proper gage for railways to be built in the Philippines be determined now before construction in that country is commenced. It occurs to me that it would be proper at the same time to determine through discussion, whether the flanges on all the wheels should not preferably be placed on the outside instead of the inside of the wheel. It appears to me that there are serious objections to having the wheel flanges on the inside, and that the practice must be a result only of a first snap judgment. I do not think there can be any doubt but that a change from an inside to an outside flanged wheel would result in less tendency for derailments, less frictional resistance, and also possibly in admittance of the use of a divided axle. At any rate a discussion might be profitable.

W. A. Groundahl.

Fitness of the Steam Turbine for Heavy Power Service.

From a paper by Mr. J. R. Bibbins, read before the New England Railroad Club.

There are at present few subjects productive of more discussion in the world of engineering than the comparative merits of gas engines, steam engines and steam turbines. These, together with the hydraulic turbine, constitute our three great prime movers; each has more or less clearly defined fields of usefulness, which, however, unfortunately overlap. Leaving out of consideration the limited application of the water turbine, the battle royal is on in earnest between the gas engine, the steam turbine and the reciprocating steam engine which for nearly two centuries has held indisputed sway in the field of power production on a large scale.

In recent discussions before technical societies on the general subject in hand, the keynote of thought and criticism has been the reliability and fitness of the steam turbine for the general and specific duties for which it is advocated by its supporters. Operative efficiency has for the moment been accorded a position of secondary importance. This is natural and pertinent. However efficient a prime mover, if, through general complications, doubt exists as to its ability to perform its duties continuously, the cautious engineer feels compelled to supersede it by "the good old reliable," even though less efficient engine.

Outside of marine work the positive field of usefulness for the turbine is in the power plant, where it forms the ideal prime mover for the driving of electrical generators, and the nature of the turbine will undoubtedly be closely associated with that of electricity in its special application to power distribution by alternating currents at high voltage, for electric lighting systems, electric works and traction systems, both heavy and high speed. In the rapidly expanding field of electric power, it is of interest to observe that the steam turbine has been already adopted by some of the most modern and heavily financed corporations in existence at the present time. The most prominent of these may be mentioned:

Interborough Rapid Transit Company, New York. Turbines were introduced for lighting the Rapid Transit subway, but the power houses, originally laid out for reciprocating engine units, will be extended with turbine units, the first unit of which has just been constructed for the Pennsylvania, New York & Long Island Railroad. In the original plans for the power equip-

P. 214 B

Lead of valves in full gear.....

Kind of valve stem packing..... U. S. metallic.

Wheels, Etc.

Number of driving wheels..... 12.

Diameter of driving wheels outside of tire..... 56 ins.

Material of driving wheel centers..... Cast steel.

Thickness of tire..... 3 ins.

Tire held by..... Shrinkage.

Driving box material..... Best cast iron.

Diameter and length of driving journals..... 9x13 ins.

Diameter and length of main crank pin journals..... main side (7 3/4 x 5 ins.)..... 6 1/2 x 7 ins.

Diameter and length of side rod crank pin journals (inter 5x4 1/4 ins.)..... F. 5x3 3/4 ins.

Boiler.

Style..... Straight top, radial stay.

Outside diameter of first ring..... 84 ins.

Working pressure..... 235 lbs.

Material of barrel and outside of firebox..... Worth.

Thickness of plates in barrel and outside of firebox..... 1 in., 3/4 in. & 5/8 in.

Horizontal seams..... Butt joint, sextuple riveted.

Circumferential seams..... Double riveted.

Firebox length..... 108 1/4 ins.

Firebox width..... 96 1/4 ins.

road will put on two trains between Chicago and St. Louis about Aug. 1. One is to be a night train and the other to be run in daylight. The new cars, which were illustrated and described in our issue of May 21, will form part of the day train. These cars are to be placed between the cafe car and the standard coaches and there will be no change made for the use of the compartments. Refreshments will be served from the cafe car to those in compartments. Both trains are to be entirely new throughout.

Exhibition of Pullman Cars at the World's Fair.

In our issue of May 7 we gave two general views and a list of the names and kinds of cars comprising the exhibit of the Pullman Co. at the World's Fair. We are now able to give a more detailed description, with interior views of these magnificent trains.

The cars are all built to Pullman standard in every respect; framing solidly filled with continuous blocking, channel iron truss planks, side and

is Koko, a beautifully figured wood of dark brown. The detail is worked out with softly modeled mouldings and flat carving, with light graceful outlines and conventional flower motif of marquetry in colors that further enhance the beauty of the wood. The color scheme of ceiling is a quiet olive, enriched with flowing lines of a darker color. The carpets and upholstery are in the same tones. The deck sash and window transoms are glazed with a beautiful design of leaded glass in browns and olive greens. A striking feature of the decorative effect in this car is the novel treatment of the lamps, something entirely new in railway cars; these lamps are modeled in the same peculiar quaint outlines as used in all the details of the car, and are finished in old gold metal. Cracked glass is used for the globes, giving a soft subdued light; the usual ceiling lamps are dispensed with entirely.

Dining Car "Monroe."

The interior of this car is of a striking design in the "Flemish Style." The wood work, which is richly carved according to this style, is of fine grained oak, stained "Antwerp Brown," and fin-



Interior of Smoking Room-Buffer-Baggage and Smoking Car-Exhibit of the Pullman Co., at St. Louis.



Interior of Dining Car-Exhibit of the Pullman Co., at St. Louis.

Firebox, depth, front, 80 1/2 ins.; back..... 72 ins.

Firebox material..... Worth steel.

Firebox plates, thickness.....

 sides, 3/4 in.; back, 1/2 in.; crown, 7-16 in.

 tube sheet..... 1/2 in.

Firebox, water space..... 11 1/2 in.

 front, 6 ins.; sides, 5 ins.; back, 6 ins.

Firebox crown staying..... Radial.

Firebox stay bolts.....

Wrought iron to E. & O. Specu. 1 in. dia. W. S.

 National charcoal iron, No. 11 B. G. W.

Tubes, number..... 426.

Tubes, diameter..... 2 1/2 ins.

Tubes, length over tube sheets..... 21 ft.

Heating surface, tubes..... 5266.2 sq. ft.

Heating surface, firebox..... 219.4 sq. ft.

Heating surface, total..... 5555.7 sq. ft.

Grate surface..... 72.2 sq. ft.

Grate, style..... Rocking.

Ash pan, style..... Hopper.

Exhaust pipes..... Single.

Exhaust Nozzles..... 5 1/2 ins.

Smoke stack, inside diameter..... 20 ins.

Smoke stack, top above rail..... 15 ft.

 capacity..... emfyewyiwawawa

Boiler supplied by.....

 2 Insulators, Hancock type F, 50000 gals. capacity.

Tender.

Style..... Water bottom, Hopper type.

Wheels, number..... Eight.

Wheels, diameter..... 33 ins.

Journals, diameter and length..... 5 1/2 x 10 ins.

Wheel base..... 20 ft. 2 ins.

Tender frame..... Steel channels.

Tender trucks, 4-wheel center bearing with wrought iron side bars and cast steel bolsters.

Water capacity..... 7000 U. S. gallons.

Coal capacity..... 13 tons.

Brake..... Westinghouse American, combined on all drivers and tender operated by air.

Two 9 1/2-in. left-hand air pumps; two main reservoirs..... 18 1/2 x 14 1/2 ins.

New Trains on the Frisco to St. Louis.

We are informed by the passenger department of the St. Louis & San Francisco R. R. that that

vests plates with iron, steel platforms, wide endillies and anti-telescoping device. The double diagonal wood floor is covered half an inch thick with "monolith," a cement compound which gives a smooth, hard and non-absorbent surface, easily cleaned and more sanitary than the usual wood floor; over it, the standard wilton carpet is laid.

Rubber tubing covers the vestibule platforms and floors of toilet rooms, and in all except the coach, chair and tourist cars, the saloon walls are covered with enameled tile wainscoting. The wash stands are of polished white metal. Water, both hot and cold, is supplied under air pressure. All the cars are equipped for lighting by either gas or electricity, and for heating by hot water circulation.

The exterior color is Pullman standard dark olive green, with plain striping. Small encaustic flowers of leaded art glass constitute a special feature of the appearance of the train.

Throughout it has been the endeavor in designing the interior of these cars, to avoid the use of mouldings or carvings, except as might be necessary in following the several styles of design used; also to depart, as far as consistent with utility, from the conventional car and obtain a room effect. The lamps are especially worthy of note, the design and location of same being a radical departure from anything heretofore attempted in car construction.

In naming and numbering the cars, selections have been made appropriate to the event celebrated by the exposition.

A description of each individual car is as follows:

Composite Baggage and Smoking Car "Jefferson" Consists of smoking compartment, containing twelve large leather-upholstered chairs and a corner lounge in an alcove. Adjoining the smoking room is a buffet, a barber shop with white-tiled bath room annex, and a room seating ten persons, and beyond this is the baggage room. The design used in this car is a simplified treatment of the German "Modern Style," adapted to the structural outlines of the car. The wood used in the finish

ished dull in wax. The wainscoting is carried up to the lower deck, which is squared up, as is also the upper deck, giving a roomy effect. The panels between the ceiling beams are of a deep orange color, flatted and enriched with hand ornament in relief. The door and window openings are framed in finely carved pilasters terminating in beams at ceiling. The side windows of clear glass, leaded in a quaint design, are set higher from the floor than is customary, but not enough to interfere with the view of passengers when seated. Niches are provided under each window for condiment bottles, etc. The tables are rounded, and each has two roomy chairs handsomely carved, and with seats and backs upholstered in Spanish leather. In this car, also, a radical departure from the conventional has been made in the lamps. Besides those in the ceiling, lamps of an antique design are placed at the piers along the sides of the car, and a small candelabrum over each of the ten tables. Art glass is used in all lamps, and in the window sash of the upper deck. The metal trimmings are all specially designed and finished in dull black.

Sleeping Car "Livingston."

This car contains twelve Pullman sections, a drawing room and a state room en suite, with white tiled annex, and commodious toilet rooms. The body of the car is finished in light vermilion wood, rubbed to a dull finish, and embellished with light marquetry treatment in the "Art Nouveau" style. The ceiling is very simple in design, and of a soft shade of olive, with strap work laid in with ivory color. Tonquin, a new finely figured wood, delicately inlaid, is used in the drawing and state rooms; Moro, another new wood of peculiar grain, in the men's lavatory, and the women's lavatory is finished in satin wood. Lamps and trimmings are of old gold metal. A special feature is an electric reading lamp, two of which are provided in each section; the lamp castings when closed are flush with the side of the car, and automatically light the lamp when opened. Tapestry seat and

P214C

Lead of valves in full gear.....

Kind of valve stem packing.....

Wheels, Etc.....

Number of driving wheels.....

Diameter of driving wheels outside of tire.....

Material of driving wheel centers.....

Thickness of tire.....

Tire held by.....

Driving box material.....

Diameter and length of driving journals.....

Diameter and length of main crank pin journals, main side.....

Diameter and length of side rod crank pin journals (inter 5x1 3/4 ins.).....

Boiler.....

Style.....

Outside diameter of first ring.....

Working pressure.....

Material of barrel and outside of firebox.....

Thickness of plates in barrel and outside of firebox.....

Horizontal seams.....

Firebox, length.....

Firebox, width.....

road will put on two trains between Chicago and St. Louis about Aug. 1. One is to be a night train and the other to be run in daylight. The new cars, which were illustrated and described in our issue of May 21, will form part of the day train. These cars are to be placed between the cafe car and the standard coaches and there will be no charge made for the use of the compartments. Refreshments will be served from the cafe car to those in compartments. Both trains are to be entirely new throughout.

Exhibition of Pullman Cars at the World's Fair.

In our issue of May 7 we gave two general views and a list of the names and make of cars comprising the exhibit of the Pullman Co. at the World's Fair. We are now able to give a more detailed description, with interior views of these magnificent trains.

The cars are all built to Pullman standard in every respect; framing solidly filled with continuous blocking, channel iron truss planks, side and

is Koko, a beautifully figured wood of dark brown. The detail is worked out with softly modeled moldings and flat carving, with light graceful outlines and conventional flower motif of marquetry in colors that further enhance the beauty of the wood. The color scheme of ceiling is a quiet olive, enriched with flowing lines of a darker color. The carpets and upholstery are in the same tones. The deck sash and window transoms are glazed with a beautiful design of leaded glass in browns and olive greens. A striking feature of the decorative effect in this car is the novel treatment of the lamps, something entirely new in railway cars; these lamps are modeled in the same peculiar quaint outlines as used in all the details of the car, and are finished in old gold metal. Cracked glass is used for the globes, giving a soft subdued light; the usual ceiling lamps are dispensed with entirely.

Dining Car "Monroe."

The interior of this car is of a striking design in the "Flemish Style." The wood work, which is richly carved according to this style, is of fine grained oak, stained "Antwerp brown," and fin-



Interior of Smoking Room—Buffet-Baggage and Smoking Car—Exhibit of the Pullman Co. at St. Louis.

Firebox, depth, front, 80 1/2 ins.; back.....

Firebox material.....

Firebox plates, thickness.....

Tube sheet.....

Firebox, water space.....

.....front, 6 ins.; sides, 5 ins.; back, 6 ins.

Firebox, crown styling.....

Firebox, stay bolts.....

Wrought iron to R. & O. Spec. 1 in. dia. W. S. Tubes, material and gage.....

.....National charcoal iron, No. 11 R. 43, W. Tubes, number.....

.....2 1/4 ins.

.....21 ft.

.....3366.6 sq. ft.

.....219.4 sq. ft.

.....5585.7 sq. ft.

.....72.2 sq. ft.

.....Locking.

.....Hopper.

.....Single.

.....1 1/2 ins.

.....20 ins.

.....15 ft.

.....emfyenyfwawya

.....2 Insulators, Hancock type F, 5000 gals. capacity.

.....Tender.

.....Water bottom, Hopper type.

.....Eight.

.....32 ins.

.....5 1/2 x 10 ins.

.....29 ft. 2 ins.

.....Steel channels.

.....wrought iron side bars and cast steel bolsters.

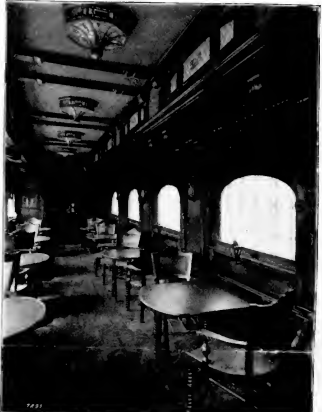
.....7000 U. S. gallons.

.....13 tons.

.....combined on all drivers and tender operated by air.

.....Two 9 1/2 in. left-hand air pumps; two main reservoirs.....

New Trains on the Frisco to St. Louis. We are informed by the passenger department of the St. Louis & San Francisco R. R. that that



Interior of Dining Car—Exhibit of the Pullman Co. at St. Louis.

and sills plated with iron, steel platforms, wide vestibules and anti-telescoping device. The double diagonal wood floor is covered half an inch thick with "monolith," a cement compound which gives a smooth, hard and non-absorbent surface, easily cleaned and more sanitary than the usual wood floor; over it, the standard wilton carpet is laid.

Rubber tiling covers the vestibule platforms and floors of toilet rooms, and in all except the coach, chair and tourist cars, the saloon walls are covered with enameled the wainscoting. The wash stands are of polished white metal. Water, both hot and cold, is supplied under air pressure. All the cars are equipped for lighting by either gas or electricity, and for heating by hot water circulation.

The exterior color is Pullman standard dark olive green, with plain striping. Small cathedral windows of leaded art glass constitute a special feature of the appearance of the train.

Throughout it has been the endeavor in designing the interior of these cars, to avoid the use of moldings or carvings, except as might be necessary in following the several styles of design used; also to depart, as far as consistent with utility, from the conventional car and obtain a room effect. The lamps are especially worthy of note, the design and location of same being a radical departure from anything heretofore attempted in car construction.

In naming and numbering the cars, selections have been made appropriate to the event celebrated by the exposition.

A description of each individual car is as follows:

Composite Baggage and Smoking Car "Jefferson" Consists of smoking compartment, containing number of smoking chairs and a very roomy lounge in an above. Adjoining the smoking room is a buffet, a barber shop with white-tiled bath room annex, and a room seating ten persons, and beyond this is the baggage room. The design used in this car is a simplified treatment of the German "Modern Style," adapted to the structural outlines of the car. The wood used in the finish

is beled dull in wax. The wainscoting is carried up to the lower deck, which is squared up, as is also the upper deck, giving a roomy effect. The panels between the ceiling beams are of a deep orange color, fluted and enriched with hand ornament in relief. The door and window openings are framed in finely carved pilasters terminating in beams at ceiling. The side windows of clear glass, leaded in a quaint design, are set higher from the floor than is customary, but not enough to interfere with the view of passengers when seated. Niches are provided under each window for condiment bottles, etc. The tables are rounded, and each has two roomy chairs handsewn in Spanish leather. In this car, also, a radical departure from the conventional has been made in the lamps. Besides those in the ceiling, lamps of an antique design are placed at the pierce along the sides of the car, and a small candleburn over each of the ten tables. Art glass is used in all lamps, and in the window sash of the upper deck. The metal trimmings are all specially designed and finished in dull black.

Sleeping Car "Livingston."

This car contains twelve Pullman sections, a drawing room and a stater room on side, with white tiled annex, and commodious toilet rooms. The body of the car is finished in light vermilion wood, rubbed to a dull finish, and embellished with light marquetry treatment in the "Art Nouveau" style. The ceiling is very simple in design, and of a soft shade of olive, with strap work laid in with ivory color. Tompinia, a new finely figured wood, delicately inlaid, is used in the drawing and stater rooms. More, another new wood of peculiar grain in the men's lavatory, and the women's lavatory is finished in satin wood. Lamps and trimmings are of old gold metal. A special feature is an electric reading lamp, two of which are provided in each section; the lamp castings when closed are flush with the side of the car, and automatically light the lamp when opened. Tapestry and

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Ridgway's

A MILITANT WEEKLY FOR GOD AND COUNTRY

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Vol. I

New York, February 2, 1907

No. 18

The Pullman Company Versus the People

A Portrayal of the Relations of the One to the Other, and Their Meaning to the Public

BY HENRY K. WEBSTER



GEORGE M. PULLMAN
Who First Conceived the Idea of a "Hotel on Wheels"

The present article deals with the Pullman Company in its relations with the people. Succeeding articles will take up the profits of the Pullman Company, its evasion of taxation, and its dealings with the government generally, its relations with its employees, both in the remarkable town of Pullman, and out on the road, the care and sanitation of its cars, and the very interesting and suggestive relation which the company bears to the railroads.

WHEN the famous rate bill had finally got itself passed and signed, and was found still to embody the clause which declared the Pullman Company a common carrier, liable as such to regulation by the Interstate Commerce Commission, the company gave it out that it meant to fight the law in the courts. The newspapers quoted Mr. Rummels, the head of the Pullman law department, as saying:

"The position of the company is that it is not engaged in transportation, but in the hotel business. Because the Pullman Company's hotels are on wheels is no reason why they should be called common carriers."

Mr. Rummels had probably forgotten how many times he had successfully maintained in court that his cars were not hotels and the

company not under an innkeeper's liability. But that moment of forgetfulness was a fortunate thing, for it enabled him to hit the nail squarely on the head. An inn is exactly what a Pullman car is. And this is so strikingly true that Mr. Rummels has never said it but just that once.

Now, so far as the right of the State to scrutinize and regulate the affairs of the Pullman Company is concerned, it makes no manner of difference whether that company chooses to call itself a common carrier, an innkeeper, or a hackman, or a steam laundry. This is what the United States Supreme Court has to say on that score.

"Under the power of ink...

sovereignty a government may regulate the conduct of its citizens toward each other, and, when necessary for the public good, the manner in which each shall use his property.

"When the owner of a property devotes it to a use in which the public has an interest, he, in effect, grants the public an interest in such use, and must, to the extent of such interest, submit to be controlled by the public, so long as he maintains the use."

These words occur in one of the most important decisions ever handed down by the Supreme Court, a decision affirming the right of the State of Illinois to regulate the affairs and the business methods of its grain warehouses. There was no pretense that warehouses were common carriers, nor pub-

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lic tavernkeepers, nor anything else that has been subject to public regulation ever since there has been such a thing as common law; simply that the public had an interest in the way they conducted their business, and the State was therefore justified in regulating it.

The Pullman "hotels" in the last fiscal year of the company had over sixteen and a quarter millions of guests. These weren't voluntary guests exactly. They didn't choose this particular sort of hotel because they liked the rates and the accommodations, but because there was no other sort of hotel on wheels, no lower rates or better accommodations to be had. If they wanted a bed and a place to dress, in the course of their journey, they could patronize the Pullman hotel or none at all. And the man in a hurry had to be a guest because he would be admitted to the fastest trains on no other terms.

These sixteen and a quarter millions of involuntary guests are enough, I think, to establish a public interest in the Pullman Company; but when we get around to the relations between the company and the railroads, I think I shall be able to show that every man who rides in a day coach has an interest in the Pullman Company to this extent—that he helps pay the Pullman passenger's railway fare.

There is no doubt at all that George M. Pullman's own idea of the business was that he was running "hotels on wheels"; in the old days the limited trains used to be called Pullman's hotel expresses. Mr. Pullman was a man of large-scale ideas. When he was in his early twenties, a cabinet maker up in Albion, N. Y., they began widening the Erie Canal, and he took a contract for moving buildings back out of the newly condemned right of way. He made six thousand dollars out of that job, and took it to Chicago.

He conceived and executed another large-scale idea as soon as he arrived. Chicago was, at that time, up to its ears in swamp, and the grade had just been raised, by decree of the common council, a matter of from six to ten feet everywhere. But the practical detail of making the existing buildings conform to it was embarrassing. It didn't embarrass George Pullman. He was twenty-seven years old and he had six thousand dollars in his pocket, and he quietly took the job. People were skeptical, but he began with a big brick building on the corner of Clark and La Salle streets, put thousands of jack screws under it, and raised it to the required height without disturbing business and without breaking a single pane of glass. After that the one-story shack that served him for an office was one of the busiest places in town.

The sleeping car idea did not, of course, originate with Mr. Pullman. The Patent Office reports, all through the fifties, are thick

with sleeping car devices of one sort and another. They were all alike, however, in this respect: they contemplated merely an ordinary day coach so arranged that it could accommodate its full complement of passengers at night. Many of them were designed to have three tiers of berths, little padded shelves were what they amounted to. Any idea of providing passengers on the railway with the comforts of a hotel was conspicuously lacking.

This idea of a hotel on wheels was Mr. Pullman's, and I think you will agree that it was another large-scale idea. At any rate, that was the way it impressed the country, and, to a certain extent, travelling people the world over. It was the sort of thing that the America of those days was proudest of, audacious, expensive, ingenious, a big thing done in a lavish way. And it filled a particularly crying want, too; for in those days, the latter sixties, any long journey took the traveller over from three to half a dozen different lines of railroad.

They were really different, too, owned by different people with no community of interest to bind them together, so to the traveller, a terminal point always meant a change of cars. You could not even go from New York to Chicago, in the days when George Pullman was building the Pioneer, without riding on four different lines and changing cars accordingly. So aside from the comfort of them, the fact that the Pullmans would take you through to your journey's end without worry and without change, even though it needed the whole alphabet to designate the initials of the roads you were riding over, assured them of a warm welcome.

In "Chambers' Journal," an English monthly magazine, for March, 1870, three years after the Pullman Company had been incorporated, there is an account by an English traveller of a journey from Omaha to San Francisco in

"In the center of the saloon car is a parlor organ of the best make, and here, amid sumptuous surroundings, subdued lights, swelling music and the converse of friends, the hours glide away. . . ." etc. And again, "Stout ventilators pump in without unpleasant draught, a constant stream of pure air. You retire to a couch of rest, sew in linen, quiet, and perfect ventilation, as in your own bed chamber."

That sounds a little ridiculous, to be sure, but it shows one thing clearly enough: it shows that Mr. Pullman really kept a good hotel. He collected his pay for your berth just as an ordinary innkeeper collects it for your room, but he provided all the rest: the leather chair in the smoke room, the parlor organ of the best make in the saloon, the exquisite dinner for seventy-five cents in the dining-room. In general, the money you paid the railroad bought transportation, assured you of being picked up in this town and set down in that, while all the mitigations, decencies, comforts of the journey you owed to the accommodations which were provided for and purchased by you in Mr. Pullman's travelling hotel.

This was the idea of the English traveller who wrote for "Chambers' Journal," nearly forty years ago, and in the main it was right. But it remains the idea of the great majority of travellers to-day, and it is almost wholly a fiction. If we could get a glimpse of the books of the Pullman Company as kept by the recording angel, we should find this venerable tradition set down as one of its chief assets.

And what I mean to do now is to try to show what the passenger really gets in return for the money he pays the Pullman Company for accommodation. I am going to begin with some of the things your Pullman Hotel does not furnish.

To begin at the head of the train. The Pullman hotel does not provide the buffet smoker where you go after dinner to lounge in a big leather chair and enjoy your cigar. The Pullman conductor can come in here to collect your fare, but he has no authority to order a window opened. The car is owned and operated by the railroad you are riding over. It is true, the railroad will keep you out of this car unless you are a "guest" of the Pullman Company, but this does not alter the fact that the money you pay the Pullman Company does not go a penny's worth toward providing you with this accommodation. The same thing is true, in the great majority of cases, in the dining car and the observation car. The Pullman Company has almost entirely abolished these branches of the service.

You see, the Pullman Company collects its revenues in the sleepers. Dining cars



THE ARCADE AT PULLMAN, ILLINOIS

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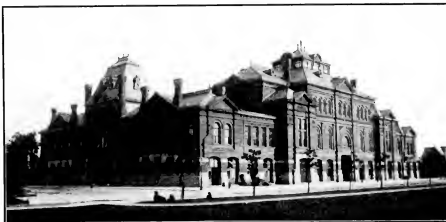
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February 2, 1907

Ridgway's

The Pullman Car Company

always run at a loss, and observation and smoking cars are not revenue producers at all, any more than the drawing rooms and smoke rooms of a hotel are revenue producers. The hotel keeper cannot abolish these because without them people would not come to his hotel, but the Pullman Company is in no such difficulty. People have to come to them, anyway, and besides, the railroads have begun furnishing these unprofitable sorts of accommodations, as the Pullman Company has abandoned them.

I said "almost" a few lines back. Here are the figures. In 1904 the Pullman Company had in commission three thousand five hundred sleeping cars. Against this number they had eighty-five dining, observation, composite and other cars. I have not the figures for this year, but they would be more striking than these rather than less so. So it comes to this: that what you get in return for the money you pay the Pullman Company is limited strictly to the sleeping car itself.

Now we will go a little farther and have a look at the sleeping car. After its last run it was cleaned and made ready for the road at the railroad company's yards. If the railroad did not clean the car itself, it paid the Pullman Company for doing it. In all the yards I have visited, where the Pullman Company does its own cleaning, though it uses the railroad's compressed air and cleaning platform, the Pullman Company is paid by the railroad a dollar and a quarter or a dollar and a half for every Pullman car that leaves the yard. Beside this, the railroad company oils the car free, inspects it and if any repairs are necessary it makes them. The bill for these repairs, covering the exact cost of labor and materials, it sends to the Pullman Company, but it is important to notice that the whole responsibility for the condition of the cars rests with the railroad.

But we will suppose that the car, cleaned and oiled and guaranteed to be in good repair by the railroad, has been put in its place in the train and you have sat down in your section with a disposition to praise the Pullman Company for a still considerable residuum of mercies. The car is warm enough to permit you to take off your overcoat and hat; it is well enough lighted to read in; there is plenty of hot and cold water, and plenty of ice. That is, we will suppose all this, for the sake of the argument.

Of course you will know, if you think a minute, that the railroad provides the steam which heats the car and warms the water you wash in. What may surprise you a little is that the railroad does not ask the Pull-

man Company to pay for it. If your car is lighted by electricity the railroad furnishes not only the steam from the locomotive, but the engine and the dynamo in the baggage car as well, and this is also a free gift to the keeper of the Pullman Hotel. If the car is lighted by gas, this is free, too, free as air. The gas tanks in the car are filled by the

ability for the passenger. If you are hurt in an accident, it is the railroad that is responsible for you. More than this, it is responsible for the Pullmans. If the Pullman you are riding in is wrecked and you are killed, the railroad not only has to pay your friends for you, it has to pay the Pullman Company for the car that was destroyed.

And if, while you are riding in your lower berth, the upper berth falls down and breaks your ribs, your action for damages will lie against the railroad because it guarantees the condition of the Pullmans and is responsible for them just as it is for its own coaches. So it is clear that there can be included in the Pullman's hotel charges of five dollars a day no allow-

ance for extra danger or a carrier's liability. They are tavenr keeper's charges and nothing else. If they would be extorted from a tavenr keeper, they are extortionate from the Pullman Company.

The Pullman Company is engaged in the hotel business. It is the most amazingly favored hotel keeper that ever lived. Its drawing rooms, dining rooms, smoke rooms are furnished free by the railroads for the use, and except in the case of dining cars, for the exclusive use of its guests. It gets light, heat, oil, ice and water free from its landlord, for that is what the railroad really is, and the public pays its servants.

And speaking of landlords, what about rent? How much do you suppose the Pullman Company has to pay for the privilege of conducting its hotel business upon a railroad right of way, the most expensive kind of land there is in the world? Remember that when a railroad's passengers ride in Pullman cars the locomotives have to haul an extra fifteen hundred pounds of every passenger and at the same rate of fare. How much do you think that privilege should be worth to the Pullman Company?

Well, as a matter of fact they work it the other way about: the railroads pay the Pullman Company two cents a mile for every car, and the car mileage last year was close to half a billion miles. There are some interesting exceptions and immunities to this two-cent-a-mile rule, but that, too, is a subject that is too big to take up here. We shall come to it later and it will be interesting to study the railroad as helpless victims of extortion, as weak-minded philanthropists in matters of heat, and oil, and light.

But what I want you to think about for a moment more is this extraordinary hotel keeper, who can make the railroad pay it a bonus for doing business, and can get most of the expense of maintenance from it besides,



GENERAL VIEW OF THE CAR WORKS AT PULLMAN

railroad before the car leaves the yards and are kept full all along the run, just as the ice tanks are kept full of ice, and the journal boxes kept full of oil from the railroad's supplies and by the railroad's employees and at the railroad's responsibility.

And now, what does the Pullman Company really give you for your money? To begin with, it gives you a certain added degree of safety over what you have travelling in an ordinary railway coach, due to the fact that the Pullmans are heavier and stronger and less likely to be reduced to kindling wood for a holocaust in case of an accident.

In the second place, this hotel, in exchange for your five dollars a day, provides you with a bunk, a mattress, a pair of blankets that regularly, every six months, are taken from the car and aired and cleaned, a pair of curtains for privacy, which never go outside the car so long as it is in commission, and, behind the curtains, forty feet of air to breathe. You can't have more than this without paying double, even if the upper, which serves as a lid to your box, is unoccupied and a simple push would put it up out of your way. Forty cubic feet is all your five dollars will buy you. The hotel keeper also furnishes you clean sheets, pillow cases and towels. This he does not compel the railroad company to wash.

I forgot the porter. Well, I hope you won't forget him at the end of the run. The railroad company does not pay him; I will give you one guess as to who does. The relation between the Pullman Company and its employees is too long and important a story to get into here, but for the present I think your guess will take you near enough.

The Pullman Company is not in the transportation business. Mr. Rennells has assured us of this fact himself, and in this sense, at least, the statement is true; the company assumes no share of the carrier's responsi-

February 2, 1907

Ridgway's

The Pullman Car Company

always run at a loss, and observation and smoking cars are not revenue producers at all, any more than the drawing rooms and smoke rooms of a hotel are revenue producers. The hotel keeper cannot abolish these because without them people would not come to his hotel, but the Pullman Company is in no such difficulty. People have to come to them, anyway, and, besides, the railroads have begun furnishing these unprofitable sorts of accommodations, as the Pullman Company has abandoned them.

I said "almost" a few lines back. Here are the figures. In 1904 the Pullman Company had in commission three thousand five hundred sleeping cars. Against this number they had eighty-five dining, observation, composite and other cars. I have not the figures for this year, but they would be more striking than these rather than less so. So it comes to this: that what you get in return for the money you pay the Pullman Company is limited strictly to the sleeping car itself.

Now we will go a little farther and have a look at the sleeping car. After its last run it was cleaned and made ready for the road at the railroad company's yard. If the railroad did not clean the car itself, it paid the Pullman Company for doing it. In all the yards I have visited, where the Pullman Company does its own cleaning, though it uses the railroad's compressed air and cleaning platform, the Pullman Company is paid by the railroad a dollar and a quarter or a dollar and a half for every Pullman car that leaves the yard. Beside this, the railroad company oils the car free, inspects it and if any repairs are necessary it makes them. The bill for these repairs, covering the exact cost of labor and materials, it sends to the Pullman Company, but it is important to notice that the whole responsibility for the condition of the cars rests with the railroad.

But we will suppose that the car, cleaned and oiled and guaranteed to be in good repair by the railroad, has been put in its place in the train and you have sat down in your section with a disposition to praise the Pullman Company for a still considerable residuum of mercies. The car is warm enough to permit you to take off your overcoat and hat; it is well enough lighted to read in; there is plenty of hot and cold water, and plenty of ice. That is, we will suppose all this, for the sake of the argument.

Of course you will know, if you think a minute, that the railroad provides the steam which heats the car and warms the water you wash in. What may surprise you a little is that the railroad does not ask the Pull-

man Company to pay for it. If your car is lighted by electricity the railroad furnishes not only the steam from the locomotive, but the engine and the dynamo in the baggage car as well, and this is also a free gift to the keeper of the Pullman Hotel. If the car is lighted by gas, this is free, too, free as air. The gas tanks in the car are filled by the



GENERAL VIEW OF THE CAR WORKS AT PULLMAN

railroad before the car leaves the yards and are kept full all along the run, just as the ice tanks are kept full of ice, and the journal boxes kept full of oil from the railroad's supplies and the railroad's employees and at the railroad's responsibility.

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In the second place, this hotel, in exchange for your five dollars a day, provides you with a bunk, a mattress, a pair of blankets that regularly, *every six months*, are taken from the car and aired and cleaned, a pair of curtains for privacy, which never go outside the car so long as it is in commission, and, behind the curtains, forty feet of air to breathe. You can't have more than this without paying double, even if the upper, which serves as a lid to your box, is unoccupied and a simple push would put it up out of your way. Forty cubic feet is all your five dollars will buy you. The hotel keeper also furnishes you clean sheets, pillow cases and towels. This he does not compel the railroad company to wash.

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The Pullman Company is not in the transportation business. Mr. Kunnells has assured us of this fact himself, and in this sense, at least, the statement is true; the company assumes no share of the carrier's responsi-

bility for the passenger. If you are hurt in an accident, it is the railroad that is responsible for you. More than this, it is responsible for the Pullmans. If the Pullman you are riding in is wrecked and you are killed, the railroad not only has to pay your friends for you, it has to pay the Pullman Company for the car that was destroyed.

And if, while you are riding in your lower berth, the upper berth falls down and breaks your ribs, your action for a manager's will lie against the railroad because it guarantees the condition of the Pullmans and is responsible for them just as it is for its own coaches. So it is clear that there can be included in the Pullman's hotel charges of five dollars a day no allowance for extra danger or a carrier's liability. They are tavern keeper's charges and nothing else. If they would be extortionate from a tavern keeper, they are extortionate from the Pullman Company.

The Pullman Company is engaged in the hotel business. It is the most amazingly favored hotel keeper that ever lived. Its drawing rooms, dining rooms, smoke rooms are furnished free by the railroads for the use, and except in the case of dining cars, for the exclusive use of its guests. It gets light, heat, oil, ice and water free from its landlord, for that is what the railroad really is, and the public pays its servants.

And speaking of landlords, what about rent? How much do you suppose the Pullman Company has to pay for the privilege of conducting its hotel business upon a railroad right of way, the most expensive kind of land there is in the world? Remember that when a railroad's passengers ride the Pullman cars the locomotives have to haul an extra fifteen hundred pounds for every passenger and at the same rate of fare. How much do you think that privilege should be worth to the Pullman Company?

Well, as a matter of fact they work it the other way about: the railroads pay the Pullman Company two cents a mile for every car, and the car mileage last year was close to half a billion miles. There are some interesting exceptions and immunities to this two-cent-a-mile rule, but that, too, is a subject that is too big to take up here. We shall come to it later and it will be interesting to study the railroad as helpless victims of extortion, as weak-minded philanthropists in matters of heat, and oil, and light.

But what I want you to think about for a moment more is this extraordinary hotel keeper, who can make the railroad pay it a bonus for doing business, and can get most of the expense of maintenance from its bedides,

who charges you for riding in its cars, and the railroad for hauling them, and leaves you to pay the porter.

I have quoted with a good deal of satisfaction Mr. Runnells's assurance that his company kept hotels. But if ever you should have your overcoat stolen in a Pullman car, and attempt to recover the value of it from the Pullman Company, you will be surprised to learn that the company is not in the hotel business at all! You will find many able briefs by Mr. Runnells, in former cases, demonstrating beyond a doubt that the Pullman car is not an inn, nor the Pullman Company liable as an innkeeper. The courts in most of the States of the Union agree with Mr. Runnells on this point. And on the other hand, if you begin investigating another class of law suits against the company you will find that it is not a common carrier either, and is entirely exempt from a carrier's liability. At this point you may be excused for asking, with as much bewildered vehemence of expression as comes natural to you, "Well then, what is the Pullman Company?"

They have an answer for you; not the sort of answer they make in court or before an investigating committee, not the sort of answer they will contradict *in toto* as soon as they have got around the corner into another

State or into another law suit. This universal answer is that the Pullman Company conduct a strictly private business which is no one's business but their own; that if a railroad passenger wants to purchase their wares, well and good, and if he does not he is at perfect liberty to do without. They have said this enough times to convince us that they believe it.

But looking over the ground pretty carefully, we have come to the conclusion that we do not believe it. We think that when sixteen and a quarter millions of passengers every year are forced to be "guests" at the Pullman hotels because there is no other sort of hotel they can go to, when they have to pay first-class rates, five dollars a day or so, for a bunk, a thin mattress, forty cubic feet of air and a pair of blankets that have not enjoyed a smell of outdoors for six months, even at that, we think the extortion wide enough spread to be a matter of public interest.

And that is the narrowest aspect of it, too. If ever you have talked with the passenger agent of a railroad, he is likely to have told you that through passenger traffic in Pullman cars does not pay—the railroad. And after a look, such as I have had, over the extremely private contracts between the Pullman Com-

pany and the railroads, that is easy to believe. Well, then, who is it that pays for all these things that the Pullman passenger gets and the Pullman Company does not provide?

Who pays for the buffet smoker, for the observation car, the stenographer and the market reports and the free public library that our crack trains advertise so extensively?

Who pays for the oil, and the ice, and the steam heat, and the electric light?

Who pays for the extra three-quarters of a ton that the railroad must haul for every Pullman passenger?

Above all, who pays the two cents a mile on four hundred and fifty million miles as a bonus to the Pullman Company for letting the railroad haul its cars?

The railroad manager looks over his contract with the Pullman Company, and it is easy to imagine that he sighs. And then he looks around at the every-day man riding on the hard seat of a passenger coach, at the suburbanite standing in a crowded aisle trying to read his paper on the way to work, at the laborer riding in the smoker on a second-class ticket, and at the sight his face lights up.

"Somebody has got to pay for all this fancy nonsense," he says. "It might as well be you."

How School Girls Worked for a Pure-Food Town

A New Method of Instruction in Chemistry, and What Has Followed its Practice in a Community in Massachusetts

BY MARION MELIUS

"THE Pure-Food Town" is the title to which the town of Westfield, in Western Massachusetts, now answers promptly and proudly, although there was a time when she rather repudiated both the reputation and the man who was chiefly instrumental in acquiring it for her. Her pure-food fame has extended far beyond the boundaries of the State, and she is known all over New England by her unique title.

The method by which she attained such distinction is the story of a courageous, common-sense campaign by a plucky professor, Louis B. Allyn, in the Westfield State Normal School, backed by the broad-minded principal, Clarence A. Broeder, and aided by the zealous co-operation of the Normal School girls. Professor Allyn is a little man with a quiet manner and keen eyes which nothing escapes. He makes no bluster or fuss over his work, but he carries it on with a persistence and a gentle firmness that nothing can disturb.

His crusade against adulterated foods started simply in the way of his duties as instructor of chemistry. When he came to the Normal School a little over four years ago, he found the young women students hating the chemistry course, as young women generally do. They were half-heartedly



PROF. LOUIS B. ALLYN
Who Starred a Common-sense Campaign Against Impure Food

dabbling in acids, bases, and salts, and wondering if the stains would ever disappear from their fingers or the offensive fumes from their lungs. Most of them were studying chemistry because they were required to, and for no other reason. Professor Allyn promptly began to demonstrate that the study had a practical as well as a theoretical side.

First he took up the subject of spots and

stains on clothing, analyzing their nature, and showing how they could be removed. The girls' lagging interest suddenly awoke, for here was something which touched their every-day life. They brought in their shirt-waists and half skeptically applied laboratory methods to ink smudges. They were delighted with the results and eagerly awaited Professor Allyn's next problems, which were the composition and the coloring of food-stuffs.

The question of adulteration followed very naturally, and then Professor Allyn began to have his hands full. The students were fascinated with such a work-a-day chemistry, and all the girls in the institution clamored for admission to the course. They worked outside classroom hours in the laboratories in their eagerness to pursue these interesting experiments, and they talked frankly, freely, and a bit indiscreetly about the results of their work. They went shopping in the provision stores, and openly sniffed at goods which their chemical analysis had proven adulterated. Fragments of their conversation reached the ears of the merchants, and there was a wave of righteous indignation. Grocers and marketmen did not relish the comments of "whippersnapper students," and they saw no reason why the Normal School

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Chicago Daily News
 May 11, 1907

LOWERING THE UPPER BERTH.

"What is the purpose of the rule requiring an upper berth to be made up when it is not needed?" asks A. H. B. of Culver, Ind. I have been a sleeping-car porter for several years and I think I can give the information.

With the Pullman company a rule is a rule and it matters not how useless it may seem to passengers. It must be obeyed by the porter even if it is decidedly wrong. When you buy and pay for a lower berth in a Pullman sleeper that space is all that the company intends that you shall have, unless you are willing to pay for more. Hence the rule that requires the porter to pull the upper berth down and fasten it with those wire cords that the passenger notices. If that was not done almost any passenger would push the upper berth up and enjoy the comfort of an entire section.

The Pullman company rules do not allow passengers to put any of their personal belongings in an upper berth, even when they know it is not going to be used, for if the passenger pays only for a bedroom three and one-half feet wide by six feet long, with a ceiling not high enough in some instances for one to sit erect, that is all the company intends the passenger to have. The company's idea is that if the passenger wants more room than a lower berth affords he will pay for it, if it is to be had. Otherwise he will not get it and it is a part of the porter's duty to see that he does not. Behind the porter is the company's special agent, the "spotter," on nearly every train to see and report everything the porter does that is contrary to the rules.

What is needed in Pullman sleeping cars is a card of rules, such as are seen in first-class hotels, stating just what the company expects of passengers and what privileges the company's patrons are entitled to, without leaving it for the porter to tell them. Frequently passengers get offended when the porter tells them what the company does not allow.

I would like to say something in favor of the more that is being made by the Wisconsin legislature to give passengers the use of an entire section in sleeping cars, thus doing away with the upper berth when that berth is not taken. The company should not be allowed to lower the upper berth under such conditions.

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February 15, 1908

The Bellman

Volume IV. Edited by WILLIAM C. EDGAR. Number 7

THE DEMORALIZING TIP

Up and at them again, O Loftus and Manahan (or Monahan, as the case may be) and all ye valiant and self-devoted champions of "the peepul" who yearn for the gore of the soulless corporation. Sound the tocsin, beat the drum, ring out the wild alarm! The liberties of the Republic are being undermined, the well springs of honest toil corrupted by bribery and the cause to which you have consecrated yourselves (without even being invited to do so) is in danger of treacherous disintegration. The perfidious, the purse-proud, the practical Pullman Company has shown its true nature in a base attempt to satisfy its slaves by making them gifts of gold; not wind, but the actual cash.

Are free-born American citizens to be thus treated as menials and lackeys without a voice raised in protest! Not while Loftus and Monahan (or Manahan, if so it be) have lungs to expound and newspapers ready to exploit them with an eye to the possibilities of a future election. Tongue the noble army of trust-busters, corporation hunters and business destroyers and see to it that this iniquitous practice is never again permitted to sully the noble record of the untrammaged wage earner.

Consider and take heed. But recently this Pullman Company, with its exorbitant rates which have already moved to righteous indignation all those who never travel in sleeping cars and would not know how to dispose of their boots if perchance they happened to get in one by mistake; this unduly prosperous corporation enriched from the pockets of your clients who never paid a dollar to it, has actually had the temerity to distribute among its conductors and porters, as a reward for courtesy to its passengers, the huge sum of two hundred thousand dollars.

Think of it! Paying men to exercise politeness and care in their relations with those who travel by night or by day in Pullman cars. Imagine these abject slaves being willing to receive money for such debasing service. Does it not argue a demoralization in American manhood and the insidious undermining of character? Of course it does.

Moreover, here comes this company, not only giving tips equal to a month's extra salary to some four thousand of its men, in recognition of merit, but actually boasting that seventy per cent of its average force is at work in the Pullman shops, while at its works in Buffalo, Wilmington, St. Louis and Ludlow there is no reduction whatever, nor is there any prospect of it! How dare any corporation say in such times as these that only a small portion of the thirty thousand men it employs has been "laid off?"

No more evidence is necessary to prove that the rates charged are exorbitant. To the Interstate Commerce Commission with it! Once more into the breach, ye intrepid defenders of the masses. Here is a corporation that is able to keep its shops running, its men busy, to pay dividends and also to distribute gifts. It must be predatory, it must be corrupt and it is certainly un-American. A quart of blood extracted from the neighborhood of the monopolistic heart is necessary and fitting, and Loftus cum Manahan (or possibly Monahan) are the brave boys to do the trick. Or Have at them, ye bold crusaders for the right and claim the just reward of your valor from an admiring press!

covering Wisconsin
2/17/18.

Chgo Gamine
2/17/18.

NO MORE DRINKS IN PULLMAN CARS

COMPANY TO DISCONTINUE THEIR
SALE IN ALL ITS BUFFETS
AND DINERS.

BIG BOOST FOR TEMPERANCE.

First Order Already Issued Affects the
Philadelphia & Reading—Elks
Sook Liqueur License.

W. C. T. U. IS AFTER KUESTERMANN

CHICAGO, Ill., Feb. 20.—The Pullman Car company is going to discontinue the use of liquors in its buffet and dining cars. The cause of prohibition has thus gained the assistance of a powerful adversary, whose alignment on the side of temperance will have a far-reaching effect, and many, in some states, affect the course of legislative action on the liquor question.

Philadelphia has been the first community to feel the effects of this new policy of the Pullman company. An order issued there withdrew all alcoholic liquors from the Pullman buffet cars on the Philadelphia & Reading railroad, and it is believed that the company will gradually extend the scope of this order until the entire Pullman system has become dry.

Entered covering Wisconsin
Sundry. Jan. 28, 18.

MEXICANS GOOD CAR PORTERS

More Than Two-thirds of Such Pullman Positions in Mexico Are Now Natives

Mexico City, Mexico, Jan. 28 (Special).—The sleeping car service in Mexico is being Mexicanized as rapidly as possible. As a result of an order issued by the Federal Government to the effect that the employees of the Pullman Company's sleeping car service in Mexico must be able to converse in the Spanish language, a number of conductors and porters have been forced to quit Mexico. Since then the work of employing Mexicans instead of Americans as conductors and porters has been going on steadily until now more than two-thirds of these positions are held by Mexicans. It is stated by the local officials of the Pullman Company that the Mexicans make equally as good porters as Negroes. The local Pullman travel in Mexico has shown a wonderful increase of late years.

PULLMAN CO. SUED AS GERM PURVEYOR

Texas Board Accuses Company
of Violating Health Laws
2,000 Times.

GALVESTON, Tex., March 26.—The State Health Department is waging war against the Pullman Company for violating the state health laws, adopted a year ago, requiring all sleeping cars to be thoroughly fumigated at the end of each division, and to have a solution of disinfectant in every compartment.

There are something like 2,000 counts charged against the sleeping car company, and the penalties, if the maximum fine is imposed, would aggregate \$200,000. Every trip of the sleeping car constitutes a separate offense.

The State Health Department has been checking the sleeping car company, and the railroad as well.

It is charged that tubercular patients have been carried in sleepers through and into the state, and these cars used for several days without being fumigated as prescribed by law. The specific cases are cited.

It is also charged that cupboards have been carried in sleepers through the state for two and three days without a drop of disinfectant solution in them.

The company claims it had issued instructions to its employes to comply with every regulation and had furnished the material and appliances for fumigating and cleaning the cars. The law holds the company responsible.

In many of the railroad coaches there are no metal cupboards at all, and charges are to be preferred against at least two lines in Texas. Cupboards taken from berths occupied by consumptives have been tested and found to contain tubercular bacilli.

It is charged that these insalutary sleepers are responsible for a large percentage of increase in tuberculosis.

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Up and at them again, O Loftus and Manahan (or Monahan, as the case may be) and all ye valiant and self-devised champions of "the pepel" who yearn for the gore of the soulless corporation. Sound the tocsin, beat the drum, ring out the wild alarm! The liberties of the Republic are being undermined, the well springs of honest toil corrupted by bribery and the cause to which you have consecrated yourselves (without even being invited to do so) is in danger of treacherous disintegration. The perfidious, the purse-proud, the piratical Pullman Company has shown its true nature in a base attempt to satisfy its slaves by making them gifts of gold; not wind, but the actual cash.

Are free-born American citizens to be thus treated as menials and lackeys without a voice raised in protest! Not while Loftus and Monahan (or Manahan, if so it be) have lungs to expand, tongues to expostulate and newspapers ready to exploit them with an eye to the possibilities of a future election. Rally the noble army of trust-busters, corporation hunters and business destroyers and see to it that this iniquitous practice is never again permitted to sully the noble record of the untrammeled wage earner.

Consider and take heed. But recently this Pullman Company, with its exorbitant rates which have already moved to righteous indignation all those who never travel in sleeping cars and would not know how to dispose of their boots if perchance they happened to get in one by mistake; this unduly prosperous corporation enriched from the pockets of your clients who never paid a dollar to it, has actually had the temerity to distribute among its conductors and porters, as a reward for courtesy to its passengers, the huge sum of two hundred thousand dollars.

Think of it! Paying men to exercise politeness and care in their relations with those who travel by night or by day in Pullman cars. Imagine these abject slaves being willing to receive money for such debasing service. Does it not argue a demoralization in American manhood and the insidious undermining of character? Of course it does.

Moreover, here comes this company, not only giving tips equal to a month's extra salary to some four thousand of its men, in recognition of merit, but actually boasting that seventy per cent of its average force is at work in the Pullman shops, while at its works in Buffalo, Wilmington, St. Louis and Ludlow there is no reduction whatever, nor is there any prospect of it! How dare any corporation say in such times as these that only a small portion of the thirty thousand men it employs has been "laid off"?

No more evidence is necessary to prove that the rates charged are exorbitant. To the Interstate Commerce Commission with it! Once more into the breach, ye intrepid defenders of the masses. Here is a corporation that is able to keep its shops running, its men busy, to pay dividends and also to distribute gifts. It must be predatory, it must be corrupt and it is certainly un-American. A quart of blood extracted from the neighborhood of the monopolistic heart is necessary and fitting, and Loftus cum Manahan (or possibly Monahan) are the brave boys to do the trick. Have at them, ye bold crusaders for the right and claim the just reward of your valor from an admiring press!

Living Womans
2/10/08.

NO MORE DRINKS IN PULLMAN CARS

COMPANY TO DISCONTINUE THEIR
SALE IN ALL ITS BUFFETS
AND DINERS.

BIG BOOST FOR TEMPERANCE.

First Order Already Issued Affects the
Philadelphia & Reading—Elks
Seek Liquor License.

W. C. T. U. IS AFTER KUESTERMANN

CHICAGO, Ill., Feb. 20.—The Pullman Car company is going to discontinue the use of liquors in its buffet and dining cars. The cause of prohibition has thus gained the influence of a powerful adversary, whose alignment on the side of temperance will have a far-reaching effect, and may, in some states, affect the course of legislative action on the liquor question.

Philadelphia has been the first community to feel the effects of this new policy of the Pullman company. An order issued there withdrew all alcoholic liquors from the Pullman buffet cars on the Philadelphia & Reading railroad, and it is believed that the company will gradually extend the scope of this order until the entire Pullman system has become dry.

Water Living Francisco
Suady. Jan. 28, 08.

MEXICANS GOOD CAR PORTERS

More Than Two-thirds of Such Pullman Positions in Mexico Are Now Natives

Mexico City, Mexico, Jan. 28 (Special).—The sleeping car service in Mexico is being Mexicanized as rapidly as possible. As a result of an order issued by the Federal Government to the effect that the employees of the Pullman Company's sleeping car service in Mexico must be able to converse in the Spanish language, a number of conductors and porters were forced to quit Mexico. Since then the work of employing Mexicans instead of Americans as conductors and porters has been going on steadily until now more than two-thirds of these positions are held by Mexicans. It is stated by the local officials of the Pullman Company that the Mexicans make equally as good porters as Negroes. The local Pullman travel in Mexico has shown a wonderful increase of late years.

PULLMAN CO. SUED AS GERM PURVEYOR

Texas Board Accuses Company
of Violating Health Laws
2,000 Times.

GALVESTON, Tex., March 20.—The State Health Department is waging war against the Pullman Company for violating the state health laws, adopted a year ago, requiring all sleeping cars to be thoroughly fumigated at the end of each division, and to have a solution of disinfectant in every cuspidor.

There are something like 2,000 counts charged against the sleeping car company, and the penalties, if the maximum fine is imposed, would aggregate \$20,000. Every trip of the sleeping car constitutes a separate offense.

The State Health Department has been checking the sleeping car company, and the railroad as well.

It is charged that tubercular patients have been carried in sleepers through and into the state, and these cars used for several days without being fumigated as prescribed by law. The specific cases are cited.

It is also charged that cuspidors have been carried in sleepers through the state for two and three days without a drop of disinfectant solution in them.

The company claims it had issued instructions to its employees to comply with every regulation and had furnished the material and appliances for fumigating and cleaning the cars. The law holds the company responsible.

In many of the railroad coaches there are no metal cuspidors at all, and charges are to be preferred against at least two lines in Texas. Cuspidors taken from berths occupied by consumptives have been tested and found to contain tubercular bacilli.

It is charged that these insidious sleepers are responsible for a large percentage of increase in tuberculosis.

Chgo Gamino 2/27/08.

San. Fran. Chronicle
March 23/08.

Chicago Examiner
March 14/08.

Interocean, Chicago
March 14/1908

21

BUILDING CARS FOR KEY ROUTE

Suburban Line Soon to Begin
Laying Its Tracks to
San Jose.

The San Francisco, Oakland and San Jose Railway Company is making plans for the extension from Oakland to San Jose of the Key Route-lines, and it is stated by an official of the company that the actual work of grading the road and laying the rails will begin in the near future, probably within two or three months.

In preparation for the operation of this branch of the system and for use on the Claremont avenue line, ten new suburban cars, such as are now used on the Key Route, are being built at the car shops of the system on Fortieth street. Five of these cars are rapidly nearing completion and will be ready for use by April 15th, and all of them will be completed by May 1st.

The cars are all being modeled on the plan of the Key Route cars, manufactured by the St. Louis Car Company, which took the first prize offered for suburban electric cars at the St. Louis exposition. This prize car is in daily operation on the Key Route system, and is similar in design to the other coaches used on the road.

This is the first time in the history of car building that so ambitious an undertaking has been made by any shop west of the Rocky Mountains, and it is claimed by the traction officials that their shops are the best equipped in the West, and that hereafter all cars for their system will be built at home.

It is understood that the engineering department of the Key Route is busily preparing plans and data for the guidance of the construction gangs when they are set to work laying the tracks between Oakland and San Jose, but none of the officials will state at what date the actual work will begin, although it is said that it will be very soon.

PULLMANS IN ASHES FROM GAS EXPLOSION

On Way to St. Louis Union
Station Blaze Fireman
is Killed.

ST. LOUIS, Mo., March 14.—George Doer, driver for first assistant chief of the fire department, was instantly killed, and his superior, Assistant Chief E. W. Rucker, was perhaps fatally injured in a collision of their buggy with a drinking fountain at night while responding to an alarm at Union Station.

The horse was running at the limit of its speed and as the vehicle rounded a corner its wheels skidded to the farther side of the street and the buggy crashed against the fountain at the curbings. Both occupants were hurled from the vehicle by the force of the impact and their bodies were picked up several yards from the place of the collision. Doer was dead when men reached him and Rucker was unconscious.

Just previous to this tragedy Howard E. Rawlings, a gas inspector, was seriously injured in the explosion of a plutch gas tank at the Union Station, which for a time threatened to destroy several trains in the station, as well as all of the trains in the train shed. This explosion was the cause of the fire.

It is believed that an employee of the Terminal Association approached a coach with a lighted torch while the valve of the gas tank was open. A severe detonation followed and scores of passengers who had just alighted from a through train were thrown into a panic as a huge tongue of fire leapt from the open valve.

The blaze quickly caught the arched wooden roof of the train shed and fear of the spread of the fire created a second panic among the crowds in the Midway and the guests of the Vendôme Hotel, near by.

The fire caused \$75,000 damage. Four Pullmans were destroyed and eight others were more or less damaged. The roof of the train shed was burned off. The fire was under control soon after the arrival of the department.

FIRE DOES \$100,000 DAMAGE IN ST. LOUIS UNION STATION

Scores of Passengers Become Panic-Stricken When Explosion Starts Blaze in Big Structure.

Special Dispatch to The Inter Ocean.

ST. LOUIS, Mo., March 14.—St. Louis Union station, one of the finest in the world, was threatened with destruction tonight by a fire resulting from an explosion of a gas tank under a passenger car, and only quick work by firemen saved the great train shed. As it was, eight passenger coaches—three Pennsylvania, two Chicago & Alton, two Frisco, and one Wabash—were ruined and a section of the shed was destroyed, the total damage being estimated at \$100,000.

Trains were preparing for departure on several of the station's twenty-seven tracks when the wooden ceiling of the train shed caught fire and scores of the passengers, many of them women, became panic-stricken and leaped from the cars. As they ran from the blazing area behind them they found the gates leading to the midway closed.

A squad of policemen held the frightened passengers back while a train caller, standing near the burning cars with a megaphone, assured them there was no danger.

No Liquor on Pullman Cars.

The Pullman Company has decided to discontinue the sale of liquor on its cars, the order to go into effect as soon as the liquors now on hand can be disposed of without loss.

An order to this effect has been sent out from Chicago to various district superintendents throughout the United States. It is expected to begin in the East and to work westward and the order becomes operative in New England and the Middle States about March 1st.

*in the March No of The
American Wine Press
New York 1908*

San. Fran. Chronicle
Mch. 23/08.

Age Examined
Mar. 14/08.

Inter Ocean, Chgo.
March, 14/1908

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*in the March No of the
American Wine Press
New York 1908*

20

*April "Success"
Quoted in
Des Moines Def Herald*

Wash Day at Pullman

The Pullman Company, whose president, Robert Todd Lincoln, is the only living son of the best friend the plain people ever had, is strong on economy.

Those of us who knew have long grumbled at the fact that the porter, who coves down the untenanted upper berth where one's head will strike it hardest, is paid only \$25 a month. Now, the Interstate Commerce Commission tells us that of this \$300 a year the porter must give up to the company each year \$50 for two uniforms of a grade which wholesale clothiers have offered to supply at 40 per cent. less. Three fourths of the porter's wage is paid by the traveling public in the form of tips.

The Pullman Company is capitalized at \$128,000,000, and two years ago its stockholders cut a "melon" of \$20,000,000; but does its frugality stop, think you, at holding up the porters, the public, and the railroads? Far from it! Herewith is a further crumb of information from that hard-working commission:

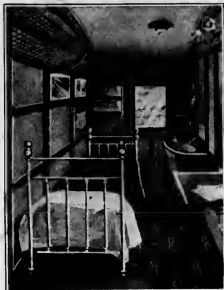
Esthetic travelers have looked with favor on the practice of covering up the blanket in a berth with a clean, white sheet. This is in conformity with what is known as the "third-sheet rule," which was adopted January 1, 1905. Up to that time the Pullman Company washed the blankets every six months. Now the blankets are washed every eighteen months, or at intervals of a year and a half!

Oh, fortunate traveler, ignorant of the disclosures of the high official muckraker:

"Thou hast no figures nor no fantasies,
Which busy care draws in the brains of men;
Therefore thou sleepest so sound."

SLEEPING CAR BEDS INSTEAD OF BERTHS

So far as the sleeping arrangements are concerned, the new sleeping cars



A Real Bedroom

of the L. & S. W. railroad in England are a distinct departure from the ordinary type of sleepers. Brass bedsteads take the place of the stuffy berths familiar to all who travel in this country, and heavy upholstery is eliminated. This renders the cars more hygienic and the woodwork can be kept clean. The car consists of seven single and two double sleeping compartments, extending across the car, each of which has its own lavatory.

Cost and Comfort of Pullman Berths

THE recent annual report of the St. Paul Railroad contains, perhaps, a small glimmer of light upon the dark subject of Pullman profits.

This road operates its own sleeping cars, and in order to adjust the year's accounts to the new bookkeeping method prescribed by the Government, certain items are restated—including: "Sleeping-car earnings, \$582,040; sleeping-car expenses, \$170,353." Whether this means that total operating expenses in this department are only a third of gross earnings, against two-thirds for regular freight and passenger business, we could not attempt to say; but the presumption leans somewhat in that direction.

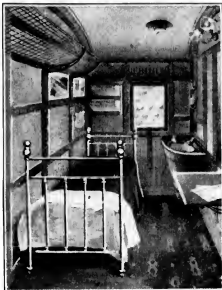
The capital of the Pullman Company, it will be remembered, is a hundred million dollars, of which at least forty-four millions consist of "extra stock dividends," representing no new investment of money by stockholders. The company's net earnings in 1907 were 11½ per cent. upon the whole hundred millions, or over 20 per cent. upon that part of the stock which represents money paid in. The company's cars carried eighteen million passengers that year, so they possess at least a quasi-public interest.

There is truth in the company's contention that its cars are a luxury—in the matter of cost, if not of comfort. A great many people who believe in the virtue of economy would be highly pleased to see them made less a luxury. The record of the company's earnings furnishes abundant proof that charges are too high.

Price considered, there has no doubt been less improvement in sleeping-car service than in any other branch of railroading.

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The following pages
are FRAGMENTS found
at the back of
Ser. 07, Vol. 2.

They are filmed here
in the order
in which they were placed
in the volume.

Years represented are:
1892, 1899, and 1900-1901



OF SUTHERLAND'S PRIVATE CAR—SLEEPING COMPARTMENT.



DUKE OF SUTHERLAND'S PRIVATE CAR.

An English Private Car

The private car, so extensively used in this country, has not hitherto been a common feature of rolling stock equipment on English railroads, and there is, therefore, something worthy of note in the car which is illustrated herewith. It is one recently built by the London & Northwestern Railway, from designs by Mr. C. A. Park, the company's carriage superintendent, for the Duke of Sutherland. The car was built at the railway company's works at Wolverton.

The following particulars of general features and dimensions are kindly supplied by Mr. Park:

	Ft. In.
Length of saloon over balconies	.57 0
Length over buffers	.61 0
Width over saloon	.8 6
Width at the balconies	.5 9
Height from rail level to top of elevated roof	12 7 1/2
Height of side cornice of saloon from rail	10 9 1/2
Width over cornice	.8 8
Carried on two four-wheeled bogies.	
Wheel base, center of bogies	.39 0
Extreme wheel base	.47 0
The saloon is divided into the following parts, as per diagram plan:	
Vestibules at each end	.3 0
Large saloon comp't for dining	.13 10
Small saloon comp't for dining	.7 0
Two sleeping berths.	
Diagonal lavatories between the sleeping berths.	
Lavatory near small saloon compartment.	

Mr. Hogsett—"I move that we extend a vote of thanks for the paper taken in organization of the Foremen's Association, of the Motion seconded and a unanimous vote Mr. J. W. Hogsett was elected president; to succeed Bailey, and Mr. G. W. Deats vice-president, to succeed Mr. Hogsett.

AUGUST MEETING.

The August meeting the subject of packing was pursued on the 11th as at the July meeting; after a connection with the subject for meeting, Mr. Herndon offered the following suggestions:

consideration of the fact that all railroad companies are now their cars, both freight and passenger air brakes. I think it would be a good idea for us to take up as the subject of our next meeting, "The proper method by which to handle the air brake in how to repair and keep in proper shape." I also think it would be a good idea for us to invite the Foremen, Repairers and Inspectors to attend us."

Mr. Hogsett—"I want to see this association prosper to such an extent that affiliated companies which we represent will become so deeply interested in

our work as to furnish us an air brake instruction room, and I think it would be a paying investment."

Mr. Herndon—"In order to get the best service out of them, the air brakes must be taken care of or you will not get much good out of them; and there are some cases in which you need help from the motive power department."

Mr. Deats—"I think this is the proper thing to do, as there are yet improvements to be made in all things, and unless some one will discuss these matters and glean what information they can from others, these little improvements may be a long time in coming to the front, whereas if we discuss them now we may get at facts that may be useful to us."

Mr. Hogsett—"There are very few repairers and inspectors in Fort Worth that could get out a day and compute brake leverage. This is a very important question, and one which I think we should discuss. If we all had a better knowledge of brake leverage we could, perhaps, prevent many a sild flat wheel. Brake leverage is a mathematical problem and easily solved."

A rather formal discussion was held by all present in regard to the air brake maintenance; but as this subject was not introduced at our last meeting for dis-



PRIVATE CAR OF DUKE OF SUTHERLAND; L. & N. W. R. R., ENGLAND.

Ser. 07 Vol. 2

Page 219 frag.

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INTERIOR

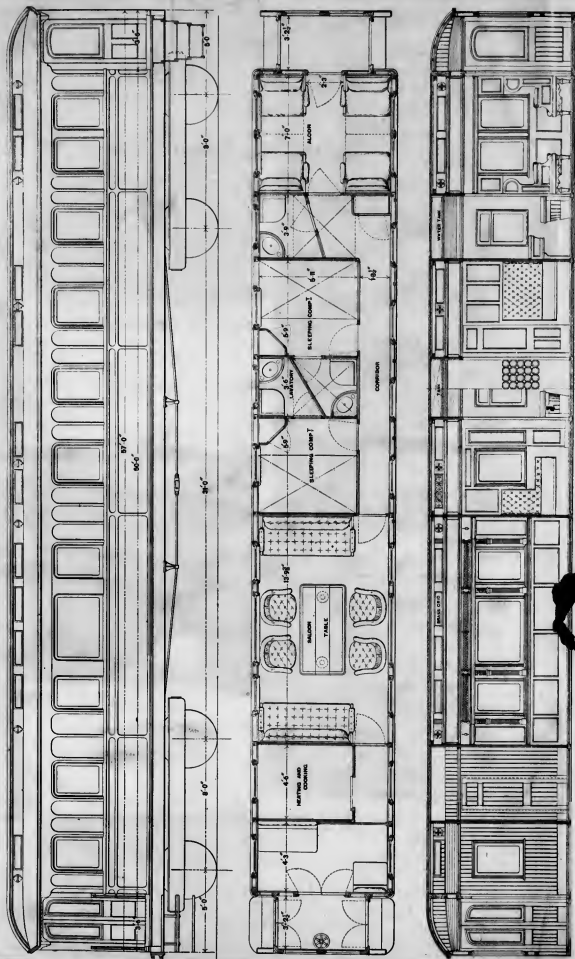
th of body over end
 39 ft. 8
 th over platforms.... 44 ft. 8
 th over sills..... 7 ft. 9 1/2
 sills and stringers are of yel
 and the end sills of white oak.
 Inside finish is of quartered
 mahogany, the ceilings being
 painted with gold decorations.
 sings and lamps are nickel pla
 exterior is finished in the nat
 and varnished.

brake used is the Smith-Ha
 pin.
 gauge of track, on which the
 o run, is 33 1/2 inches.

second-class cars are similar
 aspects to the first-class except t
 have plain arched roofs instead
 monitor roof, and the interior ti
 are of bronze.

is usual with cars for export t
 built complete at the works, t
 eted and the parts boxed for s

Harris, superintendent of the
 power and car departments of
 Zealand Government railways
 ing the various car building pl
 United States preparatory to
 orders for a number of passen
 freight cars.



PRIVATE CAR FOR THE DUKE OF SUTHERLAND, BUILT BY THE LONDON & NORTHWESTERN RAILWAY FROM DESIGNS BY C. A. PIPER.

Ser. 07 Vol. 2

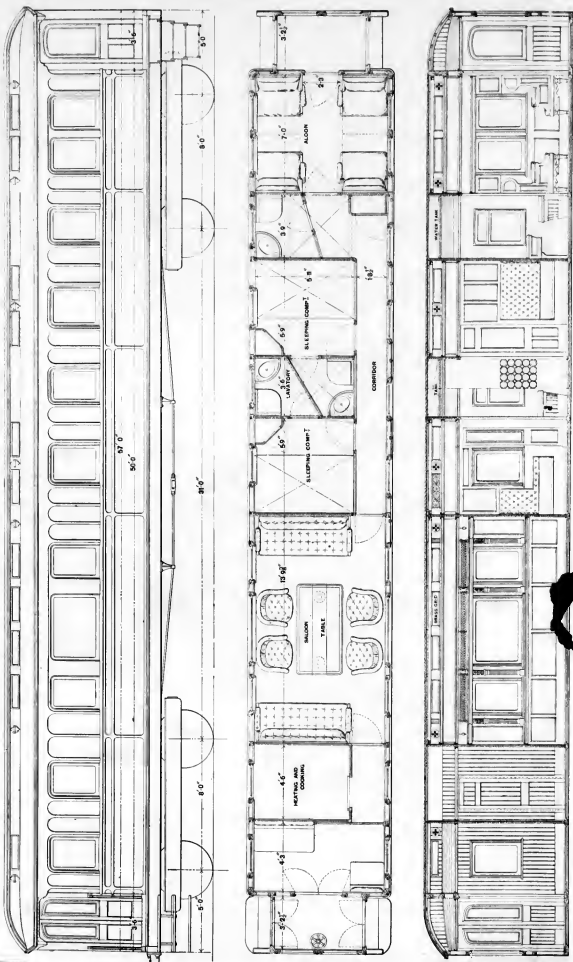
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 th over platforms 44 ft. 8
 h over sills 7 ft. 9 1/2
 sills and stringers are of yel
 and the end sills of white oak.
 Inside finish is of quartered
 mahogany, the ceilings being
 painted with gold decorations.
 ings and lamps are nickel pla
 exterior is finished in the nat
 and varnished.
 The brake used is the Smith-Ha
 gauged track, on which the
 to run, is 30 3/4 inches.
 Second-class cars are similar
 aspects to the first-class except t
 have plain arched roofs instea
 monitor roof, and the interior t
 are of bronze.
 is usual with cars for export t
 built complete at the works, t
 eted and the parts boxed for a

Harris, superintendent of the
 power and car departments of
 the New Zealand Government railways
 and the various car building pla
 in the United States preparatory to
 orders for a number of passen
 freight cars.



PRIVATE CAR FOR THE DUKE OF SUTHERLAND, BUILT BY THE LONDON & NORTHWESTERN RAILWAY FROM DESIGNS BY C. A. DODD

Ser. 07 Vol. 2

Page 219 frag.

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Sept. 22, 1900.

HOW TO IMPROVE SLEEPING CARS.

It is impossible to keep grumblers from grumbling. Fifty years ago people who had to travel long distances would have considered the sleeping car as it exists to-day a luxury too great to be described by means of words. Yet the Minneapolis Times passionately exclaims:

Nowhere but in a sleeping car would we submit to the heavy curtains, shutting out fresh air and shutting in foul.

And the New York Herald with almost unprecedented sternness adds:

These cars are almost everything that they ought not to be and hardly anything that they ought to be. The man who invents a sleeping car in which the sanitation shall be perfect will reap a fortune and deserve a monument.

We shall not enter into a discussion of the sanitary needs of sleeping cars just now, but there is one way in which we insist that they ought to be improved immediately. Every sleeping car should have a "snorers' end," shut off by a deadened wall from the rest of it. Who, not being a snorer himself, has ever lain down to rest in a sleeping car without finding to his sorrow and consternation that either directly across the aisle or above or below him was somebody who snored? If any such there be let him speak up now or else forever hereafter hold his peace.

With a certain section of the car set apart for snorers innocent souls might often be saved, and at the same time poetic justice could be meted out to the offenders. With say from four to six snorers cooped up together, each going it to the best of

his ability, it is no more than reasonable to suppose that sleep would soon become impossible for any of them. Thus would the hundreds, nay thousands, of people who have heretofore been compelled to toss through sleepless hours while the snorers in adjacent berths slept on an avenged.

Laws should be passed, too, making it a criminal offense for any snorer to enter a berth except in the snorers' section. There is only one reason that we can think of why some such plan as this could not be adopted. It might be impossible to keep the roof on that end of the car where, in the snorers were grouped. Let us hope, however, that the mechanical science may contrive to utilize it to furnish that sobbing cry of the crossing whistler.

Sept. 23, 1900.

VOICE OF THE PEOPLE.

Sleeping Car Improvements Demanded.

CINCINNATI, Sept. 22.—(Editor of the Tribune.)—The cold weather is approaching and with it the season for heating the sleeping cars. With the boasted improvements in the service, with new modes of surrounding limited strictly to the "limited," can there not be a means of shutting off the snorers' end of the sleeping car? With the pipes running under the lower berth, at right angles to the floor, so that the feet, distant from a steam pipe too hot to bear his feet, distant from the heating in the cars in the hand, this system of heating the cars is a device, destructive of sleep, destructive of comfort. Cannot the Pullman-Manager of the company devise something more endurable?

White on this subject, I am pleased to inquire why all the fixtures are fastened on the limited trains? It frequently happens that a traveler is obliged to take a sleeper train. I came from Boston recently in the train next in speed to the limited. There was a general air of respect and seriousness in every department, the porter was several degrees drier than I am accustomed to seeing him (that is, when on the limited), and the tattered room of my stateroom had not been cleaned since I was a freshman. Another gentleman who kept for a despatcher, another gentleman who kept for a despatcher, and an entirely new selection made, be cleared out and "little classics," "Boots, Saddles, and Spurs," and so on until my brain is weary, and I have some new, up-to-date biographies and novels to pass the long hours. **AN OLD BUBBSCHLIDER.**
New York.

Times Herald.

sept. 29, 1900.

NEWS OF THE RAILWAYS.

John S. Russell, general counsel for Pullman Palace Car Company, has received word from Omaha to the effect that suits for \$500,000 will be filed against the company in connection with the recent hold-ups in western states. The plaintiff, so the story goes, are going to seek damages for the loss of their property. The basis of the claim is that the Pullman Company should not have reduced the working force of its cars to one tier to a berth. It will be argued that the company provided suitable protection in the way of employees, the passengers could not have been subjected to being robbed in their berths. Regarding the liability of the company, Mr. Russell had the following to say: "The outcome can only be seen after these hearings are over. Not so long ago the Pullman Company was sued in Virginia for damages for the death of a passenger who was murdered in his berth. The suit was fought to the court of last resort, and was won by the company. If we are not responsible for murder committed upon our cars, much less are we responsible for robbery."

Inter-Ocean.

sept. 29, 1900.

No Snafus in Sleeping Cars.

The agitation for the addition of safes to the equipment of Pullman sleepers has subsided, and the Pullman people will not place these safe-deposit boxes in their cars. Years ago the New York Central carried a small square safe in each sleeper between Buffalo and New York, but so many valuables were reported missing that the railway management deemed it advisable to discontinue them. Safes were placed in charge of colored porters, and very frequently diamonds, jewels, and money would be found missing. The method of losing valuables from a safely locked iron box was not clear to the passengers, and as a rule the railway company found it advisable to estab-

Sept. 22, 1900.

George M. Pullman is Better.

George M. Pullman, Jr., who has been a guest at his mother's cottage at Ellenton, N. J., has been the recipient of many messages of inquiry today regarding the condition of his health. He suffered from a slight indisposition a day or two ago and this gave rise to a rumor that he was critically ill. He was out during this afternoon. On his return a dozen telegrams from friends in the west were handed to him, to all of which he replied that he was enjoying the best of health.

TIMES HERALD.

Sept. 23, 1900.

BANK HOLDS UP A TRAIN

Solitary Robber Relieves Northern Pacific Passengers.

CLEANS UP ABOUT \$500 CASH

Four Masked Men Go Through a Burlington Train a Few Miles From Lincoln, Neb.

(SPECIAL TO THE TIMES-HERALD.) SPOKANE, Wash., Sept. 22.—A solitary bandit who displayed much dexterity with a brace of revolvers, held up and robbed the west-bound passenger train on the Northern Pacific at 1 o'clock this morning, shortly after the train had left Athol, Idaho.

The dazed passengers at first thought there were at least five of the robbers, but now that they have cooled down they remember but one, but he seemed to be provided with several hands, each of which flourished a brace of revolvers. As a result of his raid on two Pullman sleepers the road agent gathered up about \$500 in cash, several watches and an assortment of miscellaneous jewelry.

The robbery had evidently been planned with great care and deliberation. The lone handit was an expert and went about his work with much deliberation and coolness. Aside from his arsenal of revolvers he had improvised a sack of blue muslin, made from the sleeves of a coat, but when he became engaged in his work he did not use this, but slipped the contributions into his pockets.

The train had hardly cleared from Athol when the passengers in the rear Pullman were awakened, one by one, and requested to hand over their valuables. All descriptions agree that the robber was of slender build, slightly over 5 feet in height, with a thin, light-colored mustache. He wore a dark suit of clothes, a mask and a slouch hat.

Looked Down Pistol Barrel.

He worked from bunk to bunk, peering the sleeping passengers with a four-inch pistol and reminding them that the limited after work was not clear from the started into "Tourist car, B. Pullman was a

Sept. 22, 1900.

HOW TO IMPROVE SLEEPING CARS.

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Nowhere but in a sleeping car would we submit to the heavy curtains, shutting out fresh air and shutting in foul.

And the New York *Herald* with almost unprecedented sternness adds:

These cars are almost everything that they ought not to be and hardly anything that they ought to be. The man who invents a sleeping car in which the sanitation shall be perfect will reap a fortune and deserve a monument.

We shall not enter into a discussion of the sanitary needs of sleeping cars just now, but there is one way in which we insist that they ought to be improved immediately. Every sleeping car should have a "snorers' end," shut off by a deadened wall from the rest of it. Who, not being a snorer himself, has ever lain down to rest in a sleeping car without finding to his sorrow and consternation that either directly across the aisle or above or below him was somebody who snored? If any such there be let him speak up now or else forever hereafter hold his peace.

With a certain section of the car set apart for snorers innocent souls might often be saved, and at the same time poetic justice could be meted out to the offenders. With any four from six snorers cooped up together, each going it to the best of

his ability, it is no more than reasonable to suppose that sleep would soon become impossible for any of them. Thus would the hundreds, nay thousands, of people who have heretofore been compelled to toss through sleepless hours while the snorers in adjacent berths slept on as if dead.

Laws should be passed, too, making it a criminal offense for any snorer to enter a berth except in the snorers' section. There is only one reason that we can think of why some such plan as this could not be adopted. It might be impossible to keep the roof on that end of the car where the snorers were grouped. Let us hope, however, that mechanical science may contrive to utilize it to furnish that sobbing cry of the crossing whistler.

Sept. 23, 1900.

VOICE OF THE PEOPLE.**Sleeping Car Improvements Demanded.**

Chicago, Sept. 22.—(Editor of The Tribune.)—The cold winter is approaching and with it the season for heating the sleeping cars. With the boasted improvements in the service, with the tendency of circumstances (limited strictly to the "limited"), can there not be a means of shutting out the heat of the sleeping carriage? With the pipes running under the lower berth, might a pipe be laid to lead to the feet of a man from a steam pipe too hot to bear his feet, and thus give him the heat he so much stands in need of? This system, however, destructive of comfort, destructive of sleep, destructive of composure, cannot the Pullman-Vanvor company give something more endurable?

White on this subject. I am anxious to inquire why all the fixtures are lavished on the limited trains? It frequently happens that a traveler is obliged to take a slower train. I came from Boston to Chicago in the train next in speed to the limited. There was general ill content and carelessness in every department. The porter was several degrees colder than I am accustomed to seeing him (that is, when on the limited), and the toilet room of my stationer had not been cleaned properly, and was so offensive I was obliged to leave my stationer. Another suggestion which I believe is not amiss is that the books in the libraries seem to me an entirely new selection made, be cleared out. "Little Classics," "Boots, Saddles, and Spurs," and so on until my brain is weary, and let us have some new, up-to-date biographies and novels to pass the long hours between Chicago and New York.

AN OLD SUBSCRIBER.

Times Herald.

Sept. 29, 1900.

NEWS OF THE RAILWAYS.

John S. Runnels, general counsel for Pullman Palace Car Company, has received word from Omaha to the effect that suits for \$200,000 will be filed against the company in connection with the recent hold-ups in western states. The plaintiff, so the story goes, are going to seek damages for the loss of their property. The basis of the claim is that the Pullman Company should not have reduced the working force of its cars to one porter, as this is alleged to be insufficient protection to the patron. It will be argued that had the company provided suitable protection in the way of employees the passengers would not have been subjected to being robbed in their berths. Regarding the liability of the company, Mr. Runnels had the following to say: "The outcome can only be for those having the actions. Not so long ago the Pullman Company was sued in Virginia for damages for the death of a passenger who was murdered in his berth. The suit was fought to the court of last resort, and was won by the company, if we are not responsible for murder committed upon our cars, much less are we responsible for robbery."

Inter-Ocean.

Sept. 29, 1900.

No Safes in Sleeping Cars.

The agitation for the addition of safes to the equipment of Pullman sleepers has subsided, and the Pullman people will not place any safe-deposit boxes in their cars. Years ago the New York Central carried a small square safe in each sleeper between Buffalo and New York, but so many valuables were reported missing that the railway management deemed it advisable to discontinue the system. Safes were placed in charge of colored porters, and very frequently diamond pins, watches, and money would be found missing. The method of losing valuables from a safely locked iron box was not clear to the passengers, and as a rule the railway company found it advisable to settle

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George M. Pullman is Better.

George M. Pullman, Jr., who has been a guest at his mother's cottage at Elberton, N. J., has been the recipient of many messages of inquiry today regarding the condition of his health. He suffered from a slight indisposition a day or two ago and this gave rise to a rumor that he was critically ill. He was out during this afternoon. On his return a dozen telegrams from friends in the west were handed to him, to all of which he replied that he was enjoying the best of health.

TIMES HERALD.

Sept. 23, 1900.

BANDIT WOUNDS UP A TRAIN

Solitary Robber Relieves Northern Pacific Passengers.

CLEANS UP ABOUT \$500 CASH

Four Masked Men Go Through a Burlington Train a Few Miles From Lincoln, Neb.

[SPECIAL TO THE TIMES-HERALD.]

SPOKANE, Wash., Sept. 22.—A solitary bandit, who displayed much dexterity with a brace of revolvers, held up and robbed the west-bound passenger train on the Northern Pacific at 1 o'clock this morning, shortly after the train had left Athol, Idaho.

The dazed passengers at first thought there were at least five of the robbers, but now that they have cooled down they remember but one, but he seemed to be provided with several bands, each of which furnished a brace of revolvers. As a result of his raid on two Pullman sleepers the road agent gathered up about \$500 in cash, several watches and an assortment of miscellaneous jewelry.

The robbery had evidently been planned with great care and deliberation. The lone bandit was an expert and went about his work with much deliberation and coolness. Aside from his arsenal of revolvers he had improvised a sack for his plunder, made from the sleeve of a coat, but when he became engrossed in his work he did not use this, but slipped the contributions into his pockets. The train had hardly cleared from Athol when the passengers in the rear Pullman were awakened, one by one, and requested to hand over their valuables. All subscriptions agree that the robber was of slender build, slightly over 5 feet in height, with a thin, light-colored mustache. He wore a dark suit of clothes, a mask and a stouch hat.

Looked Down Pistol Barrels.

He worked from bunk to bunk, peering the sleeping passengers with a formidable pistol and reminding them that his was a limited. After working through the train he started into a tourist car, but

SEPT. 23, 1900.

SEPT. 24, 1900.

SEPT. 24, 1900.

MINORS IN A DIVORCE SUIT

Philip Gloeckner Asks Separation From His 15-Year-Old Heir.

Sixteen-year-old Philip Gloeckner appeared before Judge Thibault at the morning session of court, and asked for the annulment of his marriage with Norrine Weiffenbach. Young Gloeckner declared that he was forced against his will to marry, and that the ceremony was performed by the officiating priest without a marriage license.

The suit was filed by John Gloeckner, father of Philip Gloeckner. The senior Gloeckner has a saloon at Southport and Cityhoun avenues.

The defendant was not in court and the case was called on the default calendar. Judge Thibault ordered the evidence written up.

A month ago Mrs. Gloeckner, who is about the age of her husband, had him arrested on a charge of wife abandonment. The case was set before Justice Martin and during the trial the little child of Mrs. Gloeckner died in the courtroom.

Young Gloeckner works for \$4 a week for the Pullman's Palace Car Company. The marriage ceremony was performed last December by Rev. Francis J. Walsh of St. Vincent's Roman Catholic church.

RECORD.

SEPT. 23, 1900.

Order New Equipment.

An unusually large amount of new equipment is being ordered this season by railroads. Larger freight cars and more powerful locomotives are in demand, and the roads that have let contracts have stipulated that the locomotives shall be able to outstep the powerful mogus turned out a few years ago. The Kansas City Southern is reported to have contracted for the construction of ten compound locomotives, and the Oregon Short Line has solicited bids for ten "consolidators." The New York Central recently has placed an order with the American Car Company for 600 box cars, each with a capacity of 60,000 pounds. The Maine Central is having 300 freight cars built, and the Toledo, St. Louis & Western is said to be in the market for about 200 freight cars. The Chicago Great Western has placed an order for ten Baldwin compound locomotives.

Suits Against Accidents.

Island management has issued an order that hereafter theoretical traveling in private cars will not do unless the cars are equipped with aids and other things required of a first class car in fast train. Numerous suits, it is said, have been thinking since the recent accidents that have resulted from the handling of theoretical "sleepers" private cars, and some of them are said to be on the verge of leaving from behind suits that cars with iron wheels shall not be accepted for transit in the fast trains.

FOR RAILWAY PENSION FUND.

Proposed Plan to Establish One on a Broad Basis to Be Urged at Toledo Meeting.

Cleveland, O., Sept. 23.—[Special].—The proposed establishment of a new pension fund for railway employees is attracting the attention of the railway organizations. It will be one of the most important subjects at the meeting to be held in Toledo on the 7th of next month, which will be attended by the representatives of the Brotherhood of Locomotive Engineers, Railway Conductors, Trainmen, and Firemen.

F. M. Arthur, chief of the Brotherhood of Locomotive Engineers, says he will attend the meeting and that he is in favor of starting a pension fund. He believes the project will meet with general favor and will be adopted. He said he had no idea as to the detail of working out the plan, but

had no doubt that one would be adopted which would meet with general favor.

Concerning the report that the Lake Shore road would start the fund by the donation of \$50,000, and would subsequently take the amount from the wages of the men, Mr. Arthur said he had heard nothing of this, but would like to believe it.

President W. H. Newman said, however, that the Lake Shore and Michigan Southern had no thought of contributing \$50,000 or any other sum for this purpose. He added that such a proposition might be contemplated by the Pennsylvania company on their lines west of Pittsburgh, but of that he had no knowledge.

"I understood the Toledo meeting," said President Newman, "is called by the employees. Our company will not participate, nor do we have any direct interest in the gathering. I had no knowledge that a pension fund was contemplated."

"It has been in vogue on some systems, but with what result I am not familiar."

The officials of the Lake Shore road located in Chicago are not familiar with the plan proposed for a pension fund for employees. Division Superintendent Aschel B. Newell said:

"I have heard no intimation of such a plan, but under certain conditions I do not see why it should not be feasible. At the present time we have a mutual benefit life insurance plan, which has proved successful. More than 3,000 employees are members. There are between 10,000 and 12,000 men employed by the road now, and only one-third of them are members of the insurance company."

RECORD.

SEPT. 29 1900.

Suits Against Pullman Company.

A series of suits against the Pullman Palace Car company are being arranged by Omaha lawyers, growing out of recent "road agent" work at the expense of passengers on the company's sleeping cars. The suits aggregate \$200,000, and are expected to make it that the company did not provide sufficient protection to the passengers. One porter, they will hold, is not enough protection for one car. John S. Runnels, general counsel for the sleeping-car company, has no objection to the outcome of the suits. Some time ago a passenger was murdered in a Pullman car in Virginia, but the courts held that the company was not responsible in any way for his death.

If the business of robbing railway passengers in their berths continues to thrive, or if has thriven since the new method of holding up trains became common, travel in the twentieth century will be as exciting as stagecoach trips in the Rocky mountains were fifty years ago. It may be too much to expect the railway companies voluntarily to put a stop to this diversion on the part of the robbers, but there is little doubt of their finding means to suppress it as soon as they have had to pay heavy damages to some passenger for neglecting to give him the protection to which he was entitled.

RECORD.

SEPT. 26, 1900.

Benefit for Galveston Sufferers—A concert for the benefit of Galveston sufferers will be given to-night in the Arcade theater, by the First Regiment (Pullman band), assisted by the Westey quartet, the Damon Sisters trio, Paul Rosenwald, solo-singer; Miss Josephine Natthy, solo-singer; Mr. Steve Green, cornet soloist, and Mr. Gerdie Blinn, trombone soloist.

RECORD.

SEPT. 27, 1900.

USE ROWBOAT TO GO TO A FIRE.

Pullman Fireman Put Out a Blaze on an Island.

Chicago firemen were compelled to reach a fire by means of a rowboat early yesterday. A blaze on an island in the Calumet lake was discovered just before daylight. Truck company No. 27 of Pullman responded to the alarm, and when the firemen reached the lake they found the blaze to be on a strip of land half a mile from the shore.

Two of the firemen then secured a rowboat and pulled out to the island. The fire, which proved to be a squatter's shanty, was put out after an hour's work by a volunteer bucket brigade, in which the firemen acted as chiefs.

Record.

Oct. 3, 1900.

Crushed to Death in Machine—Alcock McQuibban, a millwright employed in the construction of a large steel shaft at the Pullman car shop, was crushed to death in a machine yesterday afternoon while instantly killed. While reaching over the turning shaft his clothing caught in the machinery and before he could be thrown off it he was crushed to death.

SEPT. 23, 1900.

MINORS IN A DIVORCE SUIT

Philip Gloeckner Asks Separation From His 10-Year-Old Bride.

Sixteen-year-old Philip Gloeckner appeared before Judge Thullih at the morning session of court and asked for the annulment of his marriage with Norrine Weiffenbach. Young Gloeckner declared that he was forced against his will to marry and that the ceremony was performed by the officiating priest without a marriage license.

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Order New Equipment.

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SEPT. 24, 1900.

FOR RAILWAY PENSION FUND.

Proposed Plan to Establish One on a Broad Basis to Be Urged at Toledo Meeting.

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had no doubt that this general idea would meet with widespread favor.

Concerning the report that the Lake Shore Road would start the fund by the donation of \$20,000, and would subsequently take this amount from the wages of the men, Mr. Arthur said he had heard nothing of this but would like to believe it.

President W. H. Newman said, however, that the Lake Shore and Michigan Southern had no thought of contributing \$20,000 or any other sum for this purpose. He added that such a proposition might be contemplated by the Pennsylvania company on their lines west of Pittsburgh, but of that he had no knowledge.

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RECORD.

SEPT. 29 1900.

Suits Against Pullman Company.

A series of suits against the Pullman Palace Car company are being arranged by Omaha lawyers, growing out of recent "road agent" work at the expense of passengers on the company's sleeping cars. The suits aggregate \$30,000, and the basis of the claim which the attorneys are expected to make is that the company did not provide sufficient protection to the passengers. The first case is for one car, John S. Runnels, general counsel for the sleeping-car company, has no objection to the outcome of the suits. Some time ago a passenger was murdered in a Pullman car in Virginia, but the courts held that the company was not responsible in any way for his death.

SEPT. "24" 1900.

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Two of the firemen then secured a rowboat and pulled to the island. The boat, which proved to be a quarter's shanty, was put out after an hour's work by a volunteer bucket brigade, in which the firemen acted as chiefs.

Record.

Oct. 3, 1900.

Crushed to Death in Machine—Alek Medvedev, a millwright employed in the construction of a large steel shaft at the Pullman machine shop, was caught in a machine yesterday afternoon and instantly killed. While fratching over the turning shaft his clothing caught in the machinery and before the belt could be thrown off he was crushed to death.

Oct. 4 1900.

PLAN SOUTH SIDE PARKS.

TWO SITES VISITED BY SPECIAL COMMITTEE.

Thousand-Acre Tract in Pullman and Vicinity and Land Embraced in Wildwood, Near Riverdale, Will Be Recommended—Letter Pity Owned by Mrs. George M. Pullman, Who Will Be Asked to Give It to the City—Already a Natural Wood.

Members of the special committee of the South Park commission yesterday afternoon inspected large tracts of land in Pullman and vicinity, and in Wildwood, near Riverdale. In a report that soon is to be made to the Council, the commission will recommend the acquisition of the land as suitable sites for the establishment of two big parks. The greater part of the prairie property near Pullman is owned by the Chicago and North Western Canal and Dock company, the Pullman Land association, and private individuals, and contains approximately 1,000 acres. Much of the submerged land in the district belongs to the State. The land and the dock companies informally have agreed to donate a number of acres of the land for the park. The tract begins at Ninety-fifth street and extends south to One Hundred and Sixth street. East it commences a mile and a half from Stony Island avenue, and its farthest point west is Cottage Grove avenue. A small part of Calumet Lake enters the property near One Hundred and Sixth street. Although the water of the lake at this point is shallow, by dredging lagoons could be made.

Wildwood a Natural Park.

The forty-four acres of land at Wildwood is owned by Mrs. George M. Pullman, and was formerly the home of Colonel James Brown. It is a natural park already, with lawns and small lakes. The removal of the trees and shrubbery leaveth that would be done to make the place attractive beautiful. A committee of the park commission will be selected to call upon Mrs. George M. Pullman. They will try to persuade her to donate the land. The north Twenty-seventh street and a branch of the Calumet River forms the south line. East and west it extends from Wildwood to the Illinois Central railroad.

Among the improvements considered when work is begun on the parks are the making of Lake avenue from Seventy-eighth street to the Wildwood tract into a boulevard and the building of a street at One Hundred and Fourth street to connect South Chicago and Pullman.

The establishment of the parks in the southern suburbs of the city has been contemplated for some time by Commissioner of Public Works Melcher, ex-Alderman Math, Public Works Secretary, and other officials, and others. It will have the effect of increasing land value, providing resorts, creating desirable residences, and bringing up the small towns in proximity. The matter of securing restrictions for the necessary improvements and conditions has not

Shortage of Equipment.

Traffic managers of eastern railroads are worrying over the unusual shortage of freight cars. They declare that it is almost impossible to secure sufficient equipment, and that serious conditions are rapidly gaining shape. This shortage, unless speedily relieved, may result in a car famine similar to that which recently existed in Kansas City and other important Missouri river places. According to some of the traffic managers, the immediate cause of this demand for cars is the tremendous amount of freight that the roads are called upon to carry, both east bound and west bound. According to others the shortage in part is due to a shortage in ocean tonnage. The freight yards of the various roads are filled with cars waiting to be unloaded, and freight for shipment is piling up faster than it can be handled. A well-informed traffic official Saturday said that in the neighborhood of 20,000 cars were tied up in the various traffic ports. The central freight lines are among the greatest sufferers from this state of affairs.

RECORD.

OCT. 1 1900.

LADIES, HOME, JOURNAL.

OCT. 1, 1900.

A RIOT OF BAD TASTE

HERE is a man somewhere in the employ of the Pullman Palace Car Company who has much to answer for. He is the official who selects the color of the furnishings and hangings of the cars of the Pullman Company. Probably no single man in this country has the opportunity for so direct and helpful an influence in the extension of good taste in furnishings. Yet, year by year, he allows the opportunity to pass him placidly by. Instead he perpetrates upon the public furnishing schemes which even rival those which we see in the homes of the most unintelligent of the new-rich.

It has been my study for the past two or three years to follow the hideous offenses of this man. I have personally inspected the new parlor and sleeping cars as they come from the shops, and invariably the result is the same. The amazing progress made in artistic furnishing finds not even the first glimmer of reflection in the new cars. Here and there is a sign of intelligence in the decoration of the new cars, but in the furnishings the same utter and absolute absence of good taste prevails. The hideous coral portières, which people of even ordinary taste discarded years ago, are still used to offend the eye. Tasseled fringes which went out of the scene previous to the "rope curtains" still wave merrily on the Pullman cars. Lambrequins, which housewives of good taste relegated to their garrets a half score of years ago, are still adjoined in the mind of this man as a means of modern furnishing. Mirrors with bronze frames on a background of plush—these, perhaps, nothing so common as to be seen—were put into a car which came out of the Pullman shops only a week previous to this writing. In fact, this purveyor of furnishings apparently cannot imagine that any material other than plush can be a means of furnishing. It is the very material most unsuited for a railroad car, being hot and stuffy in summer and the surest receptacle for soot in winter. Yet hundreds of yards of plush are put into every car that comes from the Pullman shops.

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THE chief injury which the furnishing of the modern Pullman car works is the wrong standard which is set for those who are not conversant with what is artistic. This wrong sense comes into the hands of the new-rich effects as the standard of people of taste. A woman not long ago ordered from a New York furnishing shop a number of yards of green corded fringe with blue tassels (!) similar to some which she saw in a Pullman car. She clinched the amazement of the salesmen by the color, the walls of her parlor and reception-room should be covered with plush, like that used in the car. And I have since been told by furnishing firms that they are often asked by those who have suddenly come into the possession of money which certain effects which they have seen in Pullman drawing-room cars shall be duplicated in their homes. These people, knowing no better, accept what they see in the cars which are supposed to be patronized by people of means, as reflective of a prevailing standard of color combinations, about as inharmonious as it is possible for the mind of man to concoct, have thus been transferred to the homes of the people, and here the injury is done.

There is absolutely no excuse for the atrocious taste displayed in these cars. The Pullman Company is a rich corporation which can have what it wills. If good taste does not exist in its furnishing department, as indisputably seems to be the case, the company can and should buy it. It spends enough money on its cars, but it is spent unwisely and without the best shadow of true taste. Good taste costs no more than bad taste. For the same amount it is expended on these cars, effects of harmony and of truly artistic drapery could be obtained which would be a credit to the company. These cars could have an incalculable influence upon the taste of the nation, for which the company constantly builds could, better than any other medium that I know of, be made to reflect in a panoramic manner the newest and most progressive steps made in artistic decoration and furnishing. They could be made the most effective traveling teachers of good taste. Instead, they are simply vehicles of the worst taste imaginable—in fact, of no taste whatever. As amazing conglomerations of the most glaring and grossest inharmonies of color they stand absolutely supreme. They violate even the simplest canons of good taste.

RECORD.

OCT. 4 1900.

ORDER FOR 6,000 CARS.

MILLIONS FOR NEW EQUIPMENT.

Baltimore & Ohio Road Contracts for Steel Carriers to Cost \$6,000,000—East-Ohio Freight Water Are to Be Added.

The management of the Baltimore & Ohio railroad has let a contract to the Pressed Steel Car company of Pittsburg for 6,000 steel freight cars. This is one of the largest orders for rolling stock ever given at one time, and it involves the expenditure of \$6,000,000. The work of building the cars will be begun immediately, and they will be pressed into service as rapidly as they are turned out.

The contract calls for a uniform price of \$1,100 a car, and each is to have a carrying capacity of 100,000 pounds. The amount of steel that will be needed in the construction is about 100,000 tons. The order calls for 4,000 gondola cars and 2,000 self-clearing hoppers. Most of the new equipment will be used in the company's increasing coal traffic in the east. Officials of the company also say that negotiations for the construction of many new engine and passenger coaches, which classes of equipment are greatly needed in the road's western territory, are under way. For several months the passenger traffic west of the Ohio river, has fully tested the carrying capacity of the company.

Besides the Baltimore & Ohio's order the Pressed Steel Car company of Pittsburg has received orders for 780 steel cars for the Union Pacific and 800 cars for a company in South Africa.

As yet has been discussed, but is expected to come up at a meeting soon of the members of the special park commission. There is now in the Thirty-fourth Ward, in which the park in Pullman was located, a population of 91,145, according to the census. This is an increase of 60,833 since 1880.

Among those who inspected the sites yesterday were Commissioner of Public Works Melcher, ex-Alderman Math, Public Works Secretary, and other officials, and others. It will have the effect of increasing land value, providing resorts, creating desirable residences, and bringing up the small towns in proximity. The matter of securing restrictions for the necessary improvements and conditions has not

Do you realize that you can own a diamond or a watch? Easy terms. Lufkin Bros., 310 State-st.

Oct. 9 1900.

PLAN SOUTH SIDE PARKS.

TWO SITES VISITED BY SPECIAL COMMITTEE.

Thousands-Acre Tract in Pullman and Velocity and Land Embraced in Wildwood, Near Riverdale, Will Be Recommended-Letter Plan Owned by Mrs. George M. Pullman, Who Will Be Asked to Give it to the City—Already a Natural Wood.

Members of the special committee of the South Park commission yesterday afternoon inspected large tracts of land in Pullman and vicinity, and in Wildwood, near Riverdale. In a report that soon is to be made to the Council, the commission will recommend the acquisition of the land at a suitable site for the establishment of two big parks. The greater part of the prairie property near Pullman is owned by the Caterpillar and Canal and Dock company, the Pullman Land as-

sociation, and private individuals, and contains approximately of 1,600 acres. Much of the submerged land in the district belongs to the State. The land and the dock company have agreed to donate a number of acres of the land for the park. The tract begins at Ninety-fifth street and extends south to One Hundred and Sixth street. East it commences a mile and six hundred feet west to Cottage Grove avenue. A small part of Calumet Lake enters the property near One Hundred and Third street. Although the water in the lake at this point is shallow, by dredging lagoons could be made.

Wildwood a Natural Park.

The forty-four acres of land at Wildwood is owned by Mrs. George M. Pullman, and was formerly the home of Colonel James Brown. It is a natural park already, with a ravine and small brook. The removal of the trees and shrubbery is all that would have to be done to make the place attractive and beautiful. A committee of the park commission will be selected to call upon Mrs. George M. Pullman. They will persuade her to donate the land. The north Twenty-seventh street is One Hundred and Calumet River forms the south line. East and west it extends from West 127th avenue to the Illinois Central railroad.

Among the improvements considered when work is begun on the parks are the making of Lake avenue from Seventy-eighth street to the Wildwood tract into a boulevard and the building of a street at One Hundred and Fourth street to connect South Chicago and Pullman.

The establishment of the parks in the southern suburbs of the city has been agitated for some time by Commissioner of Public Works Jackson, ex-Alderman Math, drawing desirable residences, and building up the small towns in proximity. The matter of securing appropriations for the necessary improvements and maintenance has not



Shortage of Equipment.

Traffic managers of eastern railroads are worrying over the unusual shortage of freight cars. They declare that it is almost impossible to secure sufficient equipment, and that serious conditions are rapidly gaining shape. This shortage, unless speedily relieved, may result in a car famine similar to that which recently existed in Kansas City and other important Missouri river places. According to some of the freight car manufacturers, the present demand for cars is the tremendous amount of freight that the roads are called upon to carry, but even should the demand be reduced to others the shortage in part is due to a shortage in ocean tonnage. The freight yards of the various roads are filled with cars waiting to be unloaded, and freight for shipment is piling up faster than it can be handled. A well-informed traffic official Saturday said that in the neighborhood of 20,000 cars were tied up in the serious Atlantic ports. The Central freight lines are among the greatest sufferers from this state of affairs.

RECORD.

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It has been my study for the past two or three years to follow the hideous offenses of this man. I have personally inspected the new parlor and sleeping cars as they come from the shops, and invariably the result is the same. The amazing progress made in artistic furnishing finds not even the first glimmer of reflection in the new cars. Here and there is a sign of intelligence in the decoration of the new cars, but in the furnishings the same utter and absolute absence of good taste prevails. The hideous cord portieres, which are still of even ordinary taste discarded years ago, are still used to offend the eye. Tasseled fringes which went out of vogue even previous to the "rope curtains" still wave merrily on the Pullman cars. Lambrequins, which housewives of good taste relegated to their garrets a half score of years ago, are still adjoined in the mind of this man as a means of modern furnishing. Mirrors with broken and antique backgrounds of push-button, which perhaps, nothing could be more certain were put into a car which came out of the Pullman shops only a week previous to this writing. In fact, this purveyor of furnishings apparently cannot imagine that any material other than plush can be a means of furnishing. It is the very material most unsuited to a railroad car, being hot and stuffy in summer and the surest receptacle for soot in winter. Yet hundreds of yards of plush are put into every car that comes from the Pullman shops.

RECORD.

OCT. 4 1900.

ORDER FOR 6,000 CARS.

MILLIONS FOR NEW EQUIPMENT.

Baltimore & Ohio Road Contracts for Steel Carriers to Cost \$6,000,000—Easie-Running, Fast Hater Ready to Be Advanced.

The management of the Baltimore & Ohio railroad has let a contract to the Pressed Steel Car company of Pittsburgh for 6,000 steel freight cars. This is one of the largest orders for rolling stock ever given at one time, and it involves the expenditure of \$6,000,000. The work of building the cars will be begun immediately, and they will be pressed into service as rapidly as they are turned out.

The contract calls for a uniform price of \$1,100 a car, and each is to have a carrying capacity of 100,000 pounds. The amount of steel that will be needed in the construction is about 100,000 tons. The order calls for 4,000 gondola cars and 2,000 self-clearing hoppers. Most of the equipment to be used in the company's increasing coal traffic in the east. Officials of the company say that negotiations for the construction of many new engines and passenger coaches, which classes of equipment are greatly needed in the road's western territory, are under way. For several months the passenger traffic west of the Ohio river has fully tested the carrying capacity of the company.

Besides the Baltimore & Ohio's order the Pressed Steel Car company of Pittsburgh has received orders for 750 steel cars for the Union Pacific and 900 cars for a company in South Africa.

It has been discussed, but is expected to come up at a meeting soon of the members of the special park commission.

There is now in the Thirty-fourth Ward, in which the park in Pullman will be located, a population of 11,145, according to the census of 1890. This is an increase of 90,933 since 1880.

Among those who inspected the site yesterday were Alderman Math, secretary of the committee, Allen, Jackson, Carbery, Bennett, ex-Alderman, and Mrs. George M. Pullman, ex-Postor, and A. W. O'Neill, chief of the park commission. A special car was furnished by the Pullman Palace Car Company when they visited the land in Pullman. The Pullman Palace Car Company they were driven to Wildwood in carriages.

Do you realize that you can own a diamond of a watch? Eden's time. 5016 N. State, 100 (101) 100.

THE chief injury which the furnishing of the modern Pullman car works is the wrong standard which is set for those who are not conversant with what is artistic. The new-rich come into the world with the same old-fashioned effects as the standard of people of taste. A woman of long ago ordered from a New York furnishing shop a number of yards of green corded fringe with blue tassels (!) and some other things which she sent in a Pullman car, and clinched the amazement of the salaried man in the walls of her parlor and reception-room should be covered with plush, like that used in the car. And I have since been told by furnishing firms that they are often asked by those who have suddenly come into the possession of money what certain effects which they have seen in Pullman drawing-room cars shall be duplicated in their homes. These people, knowing no better, accept what they see in the cars which are supposed to be patronized by people of means, as reflective of the prevailing standard. Color combinations, about as inharmonious as it is possible for the mind of man to concoct, have thus been transferred to the homes of the people, and here the injury is done.

There is absolutely no excuse for the atrocious taste displayed in these cars. The Pullman Company is a rich corporation which can have what it wills. If good taste does not exist in its furnishing department, as indisputably seems to be the case, the company can and should buy it. It spends enough money on its cars, but it is spent unwisely and without the first shadow of artistic or artistic costs and no more than bad taste. For the same amount now expended on these cars, effects of harmony and of truly artistic drapery could be obtained which would be a credit to the company. These cars could have an incalculable influence on the country. The new cars which the company constantly builds could, better than any other medium that I know of, be made to reflect in a panoramic manner the newest and most progressive steps made in artistic decoration and furnishing. They could be made the most effective means of raising the taste of the public. Instead, they are simply vehicles of the worst taste imaginable—in fact, of no taste whatever. As amazing conglomeration of the most glaring and grossest inharmonies of color they stand absolutely supreme. They violate even the simplest canons of good taste.

OCT. 1 1900.

Push-covered seats, intricate fret and grillwork, carved panels, carpets and boxed heating pipes are to be excluded from all future passenger equipment of the Big Four and Chesapeake & Ohio as a sanitary measure.

INTER OCEAN.

OCT. 1, 1900.

SHOT ON HIS TRAIN.

Conductor Falls Victim to Colored Pullman Porter's Rage.

PHILADELPHIA, Pa., Sept. 30.—Julius Washington, a colored porter on the Florida express on the Pennsylvania railroad, today shot and seriously wounded E. Hindle, the Pullman conductor of the train, whose home is in this city. The shooting occurred just after the train had left Chester, Pa., this afternoon, for this city, and was the result of a quarrel.

According to those on board the train, the conductor and the porter had been quarreling all the way from Washington, and after leaving Chester the dispute arose again over a ticket. Hindle is said to have told the porter that he was done with him, and when the train reached Philadelphia he would have him put off. Washington is said to have threatened to kill him, and after some further argument he drew a pistol. The conductor ran through the car, but was shot while in the narrow passageway adjoining the drawing-room of the car. The negro again fired, but without effect. The shot that struck Hindle lodged in the back near the lungs. The porter was ordered to get away and was sent to this city, where he was taken into custody and locked up.

CHRONICAL.

OCT. 4 1900.

WILL BUILD BIG CAR PLANT

Detroit Concerns Plans a Mammoth Steel Manufacturing.

(Special Telegram.)

Detroit, Mich., Oct. 4.—Livingstone, Church, Kerr & Co., represented in Detroit by Wallace Franklin, are preparing plans for a mammoth street car manufacturing plant for the American Car and Foundry Company, which will be constructed in Detroit at an estimated cost of \$800,000. The plans will be submitted on Nov. 7 and it is alleged that the money has been set aside by the American Car and Foundry Company, which will go ahead and President McKinley is reelected. If Bryan is elected the plant will be held until such time as it seems best to go ahead. All the machinery will be electrical, a separate dynamo being provided for each machine and a power-house being included, the machinery of which will cost about \$100,000. The plant will be run in competition with the Fressed Steel Company, organized two or three years ago, principally through the efforts of Charles L. Freer and in which he and Colonel Hacker are understood to be interested. Messrs. Freer and Hacker do not intend to be any longer actively connected with the American Car and Foundry Company, at least their interests do not at present this proposed strong competition with the Fressed Steel Company. The new enterprise means the besting of the end of the wooden car industry in Detroit. Railroad men say it is only a matter of time when street cars will be entirely displaced by

OCT. 9 1900.

OCT. 9 1900.

HANNA TO THE SHOPMEN.

SENATOR DISCUSSES CAMPAIGN ISSUES AT PULLMAN.

Employes Who Now Find Work from 8 a. m. to 6 p. m. Applaud the Speaker's Words on Prosperity—Explains the Economic Development of So-Called Trusts—Two Thousand in the Market Hall—Address Simple and Frank—William Amelia Presides.

Senator Mark A. Hanna spoke in Market Hall for three-quarters of an hour to more than 2,000 workmen from the Pullman car shops and factories in the vicinity at 8 o'clock last evening. The men came direct from their work and set down their dinner pails and bundles of greasy overalls at frequent intervals to applaud his statements.

William Amelia, head roller in the Pullman company's mill, acted as chairman, and many of the foremen and superintendents in the big plant stood in the audience with the workmen. Nearly every point made by the Senator Hanna was applauded. The Senator talked principally of the prosperity of the shop employes.

There are in the neighborhood of 3,000 men working in the Pullman shops at present. In addition, the paper car wheel plant and the West Pullman factories employ several thousand. The Pullman shop men are prospering more now than in years, and Senator Hanna gauged his talk to them. The great majority of the workmen composing the audience were skilled laborers. They are busy from 8 a. m. to 6 p. m. and set paid accordingly.

The Senator paid considerable attention to the trusts, repeating his former view that the big trade organizations are the direct outgrowth of prosperous times and an effort to do business as economically as possible. The speech was a frank and business-like statement, without any frills. It was interesting enough to hold the close attention of the grimy shopmen who had been laboring twelve hours in the mills. It was intended that Senator Hanna should speak at 8 o'clock, as soon as the shops closed down, but he was delayed. But the workmen waited patiently in the Market Hall until he came.

Chairman Amelia made a short address in introducing him, and this was also applauded.

TO BUILD MANY CARS.

FULLMAN COMPANY'S BIG JOB.

Baltimore & Ohio Management Contracts for 3,000 More Freight Carriers—George B. Blanchard, Noted Railroad Man, Dies.

Arrangements for building 3,000 freight cars for the Baltimore & Ohio railroad by the Pullman company at Pullman, Ill., were completed yesterday. The contract calls for 2,500 box cars, each with a capacity of 60,000, and 500 flat cars. The total cost of the rolling stock will be \$1,255,000.

This is the second large order for freight equipment given by the Baltimore & Ohio management within the last week. The first order was for 4,000 flat cars to cost \$4,600,000. It is understood that the contract with the Pullman company calls for quick delivery, and as rapidly as the cars are turned out of the shops they will be pressed into service. Most of the cars will be used on the Chicago and middle divisions. With the acquisition of the 4,000 steel cars and the 3,000 "freighters" the Baltimore & Ohio's freight equipment will include 30,000 cars, 15,000 of which will be of the steel variety.

Record.

OCT. 9 1900.

HANNA AFRAID OF FRUIN.

TELLS WHY HE IS FOR MCKINLEY.

Informs Pullman Workingsmen That Disaster Would Follow—Repeats an Old-Defeat—Casts Hands with the Begrimed Tollers.

Mark Hanna told the workingsmen of Pullman last night why he was in politics. He took them into his confidence and assured them that he had no truck to get William McKinley nominated so as to keep the country from going to ruin. Then the workingsmen crowded around him to shake hands with him and when he left the "model town" his right hand was as oily and grimy as was the oldest and grimmest hand that had met his.

Direct from the furnaces and the benches laborers and skilled mechanics passed in a long line before the Ohio senator. Empty dinner pails swung from their arms, they still wore their overalls and their faces showed the streaks that the perspiration toll had made as they reached out their grimy hands for the hearty clasp of Senator Hanna.

Audience Forced to Stand. The impromptu reception that Senator Hanna held came at the end of a half hour's speech in which he had told the Pullman workingsmen their vital vote for McKinley because he had done more than any other man for the laboring man. The meeting was held in the market hall. There were no chairs in the hall and the 1,000 present stood closely packed together, while the edge of the platform, the high window sills and the steam radiators furnished seats for the lucky ones.

There was but little hand-clapping during Senator Hanna's talk. The men stood holding hats and dinner pails and they could not clap their hands, so they clapped. They gave three cheers for McKinley, Roosevelt and Hanna when the senator walked

OCT. 1 1900.

Plush-covered seats, intricate fret and grillwork, carved panels, carpets and boxed heating pipes are to be excluded from all future passenger equipment of the Big Four and Chesapeake & Ohio as a sanitary measure.

INTER OCEAN.

OCT. 1, 1900.

SHOT ON HIS TRAIN.

Conductor Falls Victim to Colored

Pullman Porter's Fate.
PHILADELPHIA, Pa., Sept. 30.—Julius Washington, a colored porter on the Florida express on the Pennsylvania railroad, today shot and seriously wounded A. E. Hinkle, the Pullman conductor of the train, whose home is in this city. The shooting occurred just after the train had left Chester, Pa., this afternoon, for this city, and was the result of a quarrel.

According to those on board the train, the conductor and the porter had been quarreling all the way from Washington, and after leaving Chester the dispute arose again over a ticket. Hinkle is said to have threatened to hit him, and when the train reached Philadelphia he would have him put off. Washington is said to have threatened to kill him, and after some further argument he drew a pistol. The conductor ran through the car, but was shot while in the narrow passageway adjoining the drawing-room of the car. The negro again fired, but without effect. The shot that struck Hinkle lodged in the back near the lungs. The porter was overpowered and word was sent to this city, where he was taken into custody and locked up.

CHRONICAL.

OCT. 4 1900.

WILL BUILD BIG CAR PLANT

Detroit Concern Plans a Mammoth Steel Manufacturing.

(Special Telegram.)

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The plans will be submitted on Nov. 1 and it is alleged that the model he has sent out is being made by the American Car and Foundry Company, which will go ahead in case President McKinley is re-elected. If Bryan is elected the plans will be held until such machinery will be electrical, a separate dynamo being provided for each machine and a power-house being included in the machinery of which will cost about \$100,000. The plant will be run in competition with the Pressed Steel Company, organized two or three years ago, principally through the efforts of Charles L. Freer and in who he is interested. Messrs. Freer and Hecker do not seem to be any longer connected with the American Car and Foundry Company; at least their influence does not appear. This proposed strong competition with the Pressed Steel Company. The new enterprise means the beginning of the end of the wooden car industry in Detroit. Railroad wooden cars will be entirely displaced by steel.

Oct. 9 1900.

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HANNA TO THE SHOPMEN.

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Employees Who Now Find Work from 8 a. m. to 6 p. m. Applaud the Speaker's Words on Prosperity—Explains the Economic Development of a Country Called Trusts—Two Thousand in the Market Hall—Address Simple and Frank—William Amelius Presides.

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William Amelius, head roller in the Pullman company's mill, acted as chairman, and many of the foremen and superintendents in the big plant stood in the audience with the workmen. Nearly every point made by Senator Hanna was applauded. The Senator talked principally of the prosperity of the shop employees.

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The Senator paid considerable attention to the trusts, repeating his former view that the big trade organizations are the direct outgrowth of prosperous times and an effort to do business as economically as possible. The speech was a frank and business-like statement, without any frills. It was interesting enough to hold the close attention of the grimy shopmen who had been laboring twelve hours in the mills. It was intended that Senator Hanna should speak at 6 o'clock, as soon as the shops closed down, but he was delayed. By the workmen waited patiently in the Market Hall until he came.

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This is the second large order for freight equipment given by Baltimore & Ohio management within the last week. The first order was for 4,000 steel cars to cost \$4,560,000. It is understood that the contract with the Pullman company calls for quick delivery, and as rapidly as the cars are turned out of the shops they will be pressed into service. Most of the cars will be used on the Chicago and middle divisions. With the acquisition of the 4,000 steel cars and the 3,000 "freighters" the Baltimore & Ohio's freight equipment will include 80,000 cars, 12,000 of which will be of the steel variety.

Record.

OCT. 9 1900.

HANNA AFRAID OF RUIN!

TELLS WHY HE IS FOR MCKINLEY.

Informs Pullman Workmen That Disaster Would Follow Republic—A Defeat—Clasps Hands with the Begrimed Toilers.

Mark Hanna told the workmen of Pullman last night why he is for McKinley. He took them into his confidence and assured them that he had worked to get William McKinley nominated so as to keep the country from going to ruin. Then the workmen crowded around him to shake hands with him and when he left the "model town" his right hand was as dry and grimy as was the oldest and grimmest hand that he had met his.

Direct from the furnaces and the benches laborers and skilled mechanics passed in a long line before the Ohio senator. Empty dinner pails swung from their arms, they still wore their overalls and their faces showed the streaks that the perpetration of toil had made as they reached out their grimy hands for the hearty clasp of Senator Hanna.

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There was but little hand-clapping during Senator Hanna's speech. The men stood and clasped their hands, or they cheered. They gave three cheers for McKinley, Roosevelt and Hanna when the senator walked to the platform, and all their cheered when

OCT. 1 1900.

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OCT. 1, 1900.

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Conductor Falls Victim to Colored

Pullman Portier's Name
PHILADELPHIA, Pa., Sept. 30.—Julius Washington, a colored porter on the Florida express on the Pennsylvania railroad, today shot and seriously wounded A. B. Hindle, the Pullman conductor of the train, whose home is in this city. The shooting occurred just after the train had left Clester, Pa., this afternoon, for this city, and was the result of a quarrel.

According to those on board the train, the conductor and the porter had been quarreling all the way from Washington, and after leaving Chester the dispute rose again over a ticket. Hindle is said to have threatened to kill him, and when the train reached Philadelphia he would have him put out. Washington is said to have threatened to reach him, and after some further argument he drew a pistol. The conductor ran through the car, but was shot while in the narrow passageway adjoining the drawing-room of the car. The negro again fired, but without effect. The shot that struck Hindle lodged in the back near the lungs. The porter was overpowered and word was sent to this city, where he was taken into custody and locked up.

CHRONICAL.

OCT. 4 1900.

WILL BUILD BIG CAR PLANT

Detroit Concern Plans a Mammoth Steel Manufacturing.

Special Towlers
DETROIT, Mich., Oct. 2.—Westinghouse, Church, Kerr & Co., represented in Detroit by Wallace Franklin, are preparing plans for a mammoth steel car manufacturing plant for the American Car and Foundry Company, which will be constructed in Detroit at an estimated cost of \$50,000.

The plans will be submitted on Nov. 7 and it is alleged that the money has been set aside by the American Car and Foundry Company, which will go ahead in case President McKinley is re-elected. If Sirhan is elected the plans will be held until such time as it seems best to go ahead. All such machinery will be electric, a separate dynamo being provided for each machine and a power-house being located near the machinery of which will cost about \$100,000. The plant will be run in competition with the Pressed Steel Company, organized two or three years ago, principally through the efforts of Charles L. Freer and in which he is interested. Messrs. Freer and Hecker do not seem to be any longer actively connected with the American Car and Foundry Company; at least their influence does not present this proposed strong competition with the Pressed Steel Company. The new enterprise means the breaking of the end of the wooden car industry in Detroit. Railroad wooden cars will be quickly displaced by steel.

Oct. 9 1900.

HANNA TO THE SHOPMEN.

SENATOR DISCUSSES CAMPAIGN ISSUES AT PULLMAN.

Employs Who Now Find Work from 6 a. m. to 6 p. m. Applaud the Speaker's Words on Prosperity—Expansive Economic Development of So-Called Trusts—Two Thousand in the Market Hall—Address Simple and Frank—William Amelius Presides.

Senator Mark A. Hanna spoke in Market Hall for three-quarters of an hour to more than 2,000 workmen from the Pullman car shops and factories in the vicinity at 8 o'clock last evening. The men came direct from their work and set down their dinner pails and bundles of greasy overalls at frequent intervals to applaud his statements.

William Amelius, head roller in the Pullman company's mill, acted as chairman, and in the big plant stood in the audience with the workmen. Nearly every point made by Senator Hanna was applauded. The Senator talked principally of the prosperity of the shop employes.

There are in the neighborhood of 3,000 men working in the Pullman shops at present. In addition, the paper car wheel plant and the West Pullman factories employ several thousand. The Pullman shop men are prospering more now than in years, and Senator Hanna gauged his talk to the workmen. Nearly every point made by the Senator found approval. The Senator talked principally of the prosperity of the shop employes.

They are busy from 6 a. m. to 6 p. m. and set paid accordingly. The Senator paid considerable attention to the trusts, repeating his former view that the big trade organizations are a direct outgrowth of prosperous times and an effort to do business as economically as possible. The speech was a frank and business-like statement, without any trills. It was interesting enough to hold the close attention of the grimy shopmen who had been laboring twelve hours in the mills. It was noticed that Senator Hanna should speak at 6 o'clock, as soon as the shops closed down, but he was delayed. By the workmen waited patiently in the Market Hall until he came.

Chairman Amelius made a short address in introducing him, and this was also applauded.

OCT. 9 1900.

TO BUILD MANY CARS.

PULLMAN COMPANY'S BIG JOB.

Baltimore & Ohio Management Contracts for 3,000 More Light Cars—George R. Blanchard, Noted Railroad Man, Dies.

Arrangements for building 3,000 freight cars for the Baltimore & Ohio railroad by the Pullman company at Pullman, Ill., were completed yesterday. The contract calls for 2,800 box cars, each with a capacity of 60,000, and 500 flat cars. The total cost of the rolling stock will be \$1,855,000.

This is the second large order for freight equipment given by Baltimore & Ohio management within the last week. The first order was for 6,000 steel cars to cost \$5,000,000. It is understood that the contract with the Pullman company calls for quick delivery, and as rapidly as the cars are turned out of the shops they will be pressed into service. Most of the cars will be used on the Chicago and middle divisions. With the acquisition of the 6,000 steel cars and the 3,000 "freighters" the Baltimore & Ohio's freight equipment will include 50,000 cars, 12,000 of which will be of the steel variety.

OCT. 9 1900.

HANNA AFRAID OF RUIN

TELLS WHY HE IS FOR M'KINLEY.

Informs Pullman Workmen That Disaster Would Follow Republic—An Defeat—Camps Hands with the Regrimed Toller.

Mark Hanna told the workmen of Pullman last night why he was for politics. He took them into his confidence and assured them that he had worked to get William McKinley nominated so as to keep the country from going to ruin. Then the workmen crowded around him to shake hands with him and when he left the "model town" his right hand was so oily and grimy that he was the oldest and grimmest hand that had met his.

Direct from the furnaces and the benches laborers and skilled mechanics passed in a long line before the Ohio senator. Empty dinner pails swung from their arms, they still wore their overalls and their faces showed the streaks that the perpetration of toil had made as they reached out their grimy hands for the hearty clasp of Senator Hanna.

Audience Forced to Stand.

The impromptu reception that Senator Hanna held came at the end of a half hour's speech in which he had told the Pullman workmen they should vote for McKinley because he had done more than any other man for the laboring man. The meeting was held in the market hall. There were no chairs in the hall and the 1,000 present stood closely packed together, while the edge of the platform, the high window sills and the steam radiators furnished seats for the lucky ones.

There was but little hand-clapping during Senator Hanna's speech. The men stood not clap their hands, so they cheered. They gave three cheers each for McKinley, Roosevelt and Hanna when the senator walked to the platform, and the cheers were given until all they cheered who

Ser. 07 Vol. 2

Page 222 Frag.

Envelope _____
 Foldout _____
Insert _____

...the boys in blue
...fighting in the Philippines to keep the
flag in the skies, and when he told them
what his relations had been to labor as a
large employer of labor.

Differing from most of the other public
meetings Senator Hanna has addressed in
Chicago during this campaign there was not
a yell for Bryan during the entire meeting
nor any tendency on the part of any one to
create a disturbance. The senator got the
confidence of his audience early. He referred
to the workmen in front of him as "you
boys," and they called him "Mark" and told
him he was all right.

Why He Supports McKinley.

The senator was suffering from a bad cold.
In the course of his speech he told why he
supported McKinley, saying:

"Some of my friends have asked me why I, a
business man, am in politics. Enterprises in
which I am interested have to-day on their pay
rolls about the same number of men as are em-
ployed by the Pullman company. I saw our busi-
ness interests go down; I saw wages go down and
trade falling off, and I made up my mind that
we were on the high way to ruin. I had known
McKinley for years. I had known him to be a
man of principle, a man who had the interest of
workmen at heart, a Christian gentleman, a
man who counted the honor of himself and the
honor of his country above any other thing. I
knew he would make an ideal candidate to turn
the tide against the destruction that was sweep-
ing on us. I knew the people would trust him
because he always trusted the people. I knew
that he might not be nominated on account of
party machinery unless some one stood behind
him to voice the sentiments of the people. So I
closed my desk and devoted myself to working
for that expression of the people that I had seen
in every northern state."

Senator Hanna went to Pullman in the
private car of J. T. Harahan, general super-
intendent of the Illinois Central road.

OCT. 9 1900.

OCT. 9 1900.

WORKMEN TALK TO SENATORS.

Workmen at Pullman Yell in Approval of His Speech.

VOLLEYS FIRED AT BYRAN.

Campaign Issues Discussed Before the Employees of the Shops of the Model Town.

Senator Hanna addressed a meeting of Pullman workmen yesterday afternoon. It was just before the supper hour, and the men gave a splendid reception to the senator from the Buckeye state. They wore full dinner pall badges on their breasts and carried the red things on their arms, homeward bound, to be replenished to-day by the housewife.

They yelled their approval of everything the speaker said, and called him by his given name and declared time and again that "He was all right." Fifteen hundred strong, they packed Market Hall almost to suffocation, and hundreds more stood in the street to shake hands with the Republican campaign manager as he left the building. Never once was the name of Bryan mentioned by any of the audience.

"I am always glad to talk to workmen," began Senator Hanna. "I didn't come here to make a campaign speech—just to talk to you. In this business we have on hand we are partners. The best lessons we learn in life are those that come from experience."

Discusses Vital Issues.
"There are but two things in this campaign, when in 1892 Harrison spoke—just to talk to the Democrats came into power we had a protracted tariff, and the country was prosperous, in that year the Democrats elected the President and both branches of the congress. For the first time since the Civil war the rebellion they had a chance to demonstrate what they could do."

"The first thing they did was to break down that tariff which was placed upon the statute books through the efforts of that great commoner, William McKinley. McKinley came from the walks of life from whence come the working classes, and he knew what their needs were. No man in public life in the history of the country ever did so much for the working classes as McKinley. He didn't do it to attract attention to himself or for personal aggrandizement, but for the best interests of the people he represented."

"Bryan was one of the principal factors in the destruction of the McKinley tariff bill and advocated free trade to the uttermost possible. When the Wilson bill was passed in the house, Bryan and McKinley of Texas placed Wilson, it is rather upon their shoulders and carried him about the hall. Workmen went to know facts, not theories. When Bryan was nominated in 1896 he was afraid to show his platform of free trade, so he took up free trade."

How He Got Into Politics.
"Some people ask how I got into politics. I will tell you. I saw the country falling on its knees and business was not what it ought to be. I looked around for a cause. I saw that something would have to be done to put my mind somebody would have to do it. I knew Mr. McKinley was a real gentleman, a scholar and an honest man. My only dash in 1896 and desired my efforts to convince Mr. McKinley that I was one of the United States. The Democratic machine

and shooting down our boys in blue are either taken prisoner or drowned. If Bryan is elected what can we expect—but Bryan will not be the next President of the United States. Within thirty days after the election of McKinley the insurrection in the Philippines will cease."

"The Democratic party claims that every organization doing business on a large scale is a trust. The component parts of all great business organizations is not the capital, but the capital assisted by the labor. All the men at the head of big enterprises to-day are men who once refused to be forced, handled the pick or sold some other sort of minor or menial work. When Bryan arrays one class against another he shows himself unfit for any honor or trust."

Byrs He Is Labor's Friend.
"I commenced working for \$25 a month. Every dollar I earned I put into an industry, and if I have succeeded it was because I was industrious and fairly honest. I was the first employer of labor in Ohio to recognize union labor, and I never refused to treat with them. Four years ago Bryan went to Frooton, Mich., where I am president of a mine employing 4000 men. He went there to tell them what a bad man I was, I shut down the mine a half a day to give them a chance to hear him, but I didn't stop the pay."

"Hully for you, Mark?" "Mark, you're all right" were some of the cries heard.
"My friends, if you think the business of the country and your own condition was better from 1862 to 1897 than it has been since, why vote the Democratic ticket?"
The meeting was most enthusiastic, and the speaker was often interrupted by the cheers and yells of his auditors.

STANDARD.
OCT. 13, 1900.

Furnished a la Pullman.

If that be true which Edward Bok declares in the Ladies' Home Journal, then the Pullman Company has much for which to be responsible. Not only are the average sleeping cars loudly furnished but the heavy and expensive wood work is carved and cut into innumerable sharp points and edges to catch the unwary sleeper. What the sleeping cars need is not more elegance, but more safety. Mr. Bok says:

"There is a man somewhere in the employ of the Pullman Palace Car Company who has much to answer for. He is the official who selects or decides the furnishings and hangings of the company's cars. Probably no single man in this country has the opportunity for so direct and helpful an influence in the extension of good taste in furnishings. Instead, he perpetrates upon the public furnishing schemes which even rival those which we see in the homes of the most unintellectual of the new-rich. The chief injury which the furnishing of the modern Pullman car works is the wrong standard which is set for those who are not content with what is artistic. The new-rich come into these cars and accept the hideous effect as the standard of people of taste. I have been told by furnishing firms that they are often asked by those who have sudden access into the possession of money that certain effects which they have seen in Pullman drawing-room cars shall be duplicated in their homes. These people, knowing no better, accept what they see in the cars which are supposed to be patronized by people of means, as reflective of a prevailing standard. Color combinations, about as inharmonious as it is possible for the mind of a man to conceive, have thus been transferred into the homes of the people, and here the injury is done."

WORKMEN LISTEN TO HANNA.

Employees of the Pullman Company Addressed by Senator.

Ohioan Blames Democrats for Continuance of Philippines War.

Says Laboring Class Benefits Most From the Trusts.

Republican Leader Poses as Friend of Toolers and Lads McKinley.

Twenty-five hundred workmen employed in the shops of the Pullman company assembled in Market hall in Pullman when they finished work at 4 o'clock yesterday afternoon and for forty-five minutes listened to a speech by National Republican Chairman Marcus A. Hanna. Mr. Hanna talked at length of himself and in defense of the McKinley administration.

Senator Hanna arrived at Pullman shortly after 8 o'clock on a special train over the Illinois Central railroad. He was accompanied by Dr. T. N. Jameson and several other local republican leaders, and a delegation from Pullman, which had come to Chicago to escort him. At the station another committee met the party and conducted the speaker to the hall.

Senator Hanna was introduced by William E. Aurelius, who is employed as a roter in the Pullman mills. In the fore part of his speech Senator Hanna attacked Mr. Bryan and said that in 1896 the democratic nominee for president devised all his time to attack on Mr. McKinley, but finding him invulnerable had devoted all of his time during this campaign to attacking Mark Hanna.

Talks of the Philippines.
Only once during the speech did the republican campaign manager touch upon the expense issue of the war in the Philippines, in defense of the administration's Philippine policy. He blamed the democratic party for the continuation of the war in the Philippines and said that if Mr. Bryan is defeated the war will be settled within ninety days. A workman asked what would become of the Philippines after the war ended, and Hanna replied:

"That will remain for congress to decide. The first step to be taken will be to establish a stable form of government for the natives as soon as the rebellion is defeated, and this will devolve upon congress to say what disposition shall be made of the islands after this much has been accomplished. Until that time the islands belong to the United States."

In speaking of the trust issue, Senator Hanna said that such business organizations were the natural result of the combination of capital and labor and that it was the laboring people who derived the greatest benefit from such combination. He said he did not intend to explain how the laborers were benefited and explained to writers that the subject was a long one and that he wished to have an hour to talk to them about it.

Poses as Friend of Labor.
"He then told the hundreds of workmen of the Pullman company that he had always been a good friend of the laboring man and that he had never been able to prove him otherwise. He said that he had never since 1897 had a standing offer that if anyone would prove to him that he mistreated a workman in my employ or employed a just hearing I would resign my political position and forever remain one of my political enemies has ever been made by me. I have always been a friend of the

HANNA TALKS TO TOILERS.

Workmen at Pullman Yell in Approval of His Speech.

VOLLEYS FIRED AT BRYAN.

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They yelled their approval of everything the speaker said, and called him by his given name and declared time again that "He was all right." Fifteen hundred strong, they packed Market Hall almost to suffocation, and hundreds more stood in the street to shake hands with the Republican campaign manager as he left the building. Never once was the name of Bryan mentioned by any of the audience.

"I am always glad to talk to workmen," began Senator Hanna and then he came right to make a campaign speech—just to talk to you. In this business we have to hand we are partners. The best lessons we learn in life are those that come from experience.

Discusses Vital Issues.

"There are but two things in this campaign. When in 1892 Harrison was President and the Democrats came into power we had a protective tariff, and the tariff was the property. In that year the Democrats elected the President and both branches of the congress. For the first time since the war the rebellion they had a chance to demonstrate what they could do.

"The first thing they did was to break down that tariff which was placed upon the statute books through the efforts of that great commoner, William McKinley. McKinley came from the walks of life from whence come the working men, and he knew what their needs were. No man in public life in the United States has done so much for the working classes as McKinley. He didn't do it to attract attention to himself or for personal aggrandizement, but for the best interests of the people he represented.

"Bryan was one of the principal factors in the destruction of the McKinley tariff bill and advocated free trade to the fullest extent possible. When the Wilson bill was passed in the house Bryan and Bailey of Texas placed Wilson, his author, upon their shoulders and carried him about the hall. Working men know the difference between theories. When Bryan was nominated in 1896, he was afraid to run upon a platform of free trade, so he took to the hills.

How He Got Into Politics.

"Some people ask how I got into politics. I will tell you. I saw trade was falling off and business was not what it ought to be. I looked around for a cause. I saw that something would have to be done. I closed my mind somebody would do it for me. I knew Mr. McKinley for years as a gentleman, a scholar and an honest man. I closed my desk in 1896 and devoted my efforts to bringing Mr. McKinley before the people of the United States, and that they might make

and shooting down our boys in blue are either taken prisoner or disarmed. If Bryan is elected that can we expect—but Bryan will not be the next President of the United States. Within thirty days after the election of McKinley the insurrection in the Philippines will cease.

"The Democratic party claims that every organization doing business on a large scale is a trust. The component parts of all great business organizations is not the capital, but the capital assisted by the labor. At the head of the big enterprises to-day are men who once stood at the forge, handled the pick or did some other sort of manual or mental work. When Bryan arrays one class against another he shows himself unfit for any honor or trust.

Says He Is Labor's Friend.

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"Bully for you, Mark." "Mark, you're all right!" were some of the cries heard. "My friends, if you support the business of the country and your own condition was better from 1893 to 1897 than it has been since, you vote the Democratic ticket."

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STANDARD.

OCT. 13, 1900.

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WORKMEN LISTEN TO HANNA

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Says Laboring Class Benefits Most From the Trusts.

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Senator Hanna was introduced by William E. Arestus, who is employed as a roller in the Pullman mill. In the fore part of his speech Senator Hanna attacked Mr. Bryan and said that in his best interests he thought for president devoted all of his time to an attack on Mr. McKinley, but finding him invaluable had devoted all of his time during this campaign to attacking Mark Hanna.

Talks of the Philippines.

Only once during the speech did the republican campaign manager touch upon the expansion issue of the campaign, and then in a parenthetical line of the administration's Philippine policy. He blamed the democratic party for the continuation of the war in the Philippines and said that if Mr. Bryan is elected there will be settled within ninety days. A workman asked what would become of the Philippines after the war ended, and Hanna replied:

"That will remain for congress to decide. The first step to be taken will be to establish a stable form of government for the natives as soon as the rebellion is defeated and it will devolve upon congress to say what disposition shall be made of the islands after this much has been done. My way of thought is that the islands belong to the United States."

In speaking of the trust issue, Senator Hanna said that such business organizations were the natural result of a combination of capital and labor and that it was better for people who derived the greatest benefit from such combinations. He went on to attempt to explain how the laborers were benefited, and explained to his audience that the subject was a long one and that he wished he had an hour to talk to them about it.

Poses as Friend of Labor.

He then told the hundreds of workmen that he had always been a good friend of laboring man and that no one had ever been able to prove him otherwise. "Ever since 1897 I have had a standing offer that if anyone would prove where I had ever mistreated a workman for my money where I had ever refused to give one of my employes a just hearing I would resign my seat in congress and forever remain one of this. No one has ever been able to prove I have always been a friend of labor."

OCT. 9, 1900.

HANNA A FULLMAN

Republican Chairman Talks to Men at End of Day's Work.

SAYS HE IS A "BOGY"

Tells Them Democrats Needed a Target, So Selected Him.

Declares McKinley is a Friend of Labor—Speaks of His Own Recognition of Unions.

Senator Marcus A. Hanna talked to the workmen at the Pullman shops last evening, and his utterances were enthusiastically received by the 1,560 persons who were able to crowd Market hall. The men came from their benches and benches in their work clothes, and carried their empty dinner pails from the building, and the men crowded up to the speaker's platform. There was no delay. As soon as the hall was filled Sen. Hanna was introduced by William E. Auresalis, chairman of the meeting, and after suffering from the effects of the drenching he received at DeWalt last week, the chairman of the national republican committee forgot his bodily ills as he warmed up to his subject.

"We are partners in this political business," he said, "and it is not the ambition of men we are concerned about this year. The best lessons in life are the object lessons that come through experience. You will remember that when Harrison was defeated in 1892 the Democratic party took control of the entire machinery of the government. The tariff that had been put upon the statute books by that great commoner, William McKinley. We were just beginning to know what it was like.

McKinley a Friend of Labor.

"Let us examine the record and see whether McKinley or Bryan has been the friend of the laboring man. No man in working class as McKinley. He did not work for the McKinley bill, but he did not work himself; he was not a desire on his part for personal aggrandizement, but he was usually thought of the best interests of all. Bryan was represented. On the other hand, the destruction of the McKinley bill when it was in Congress, and he advocated free trade to the wildest extent possible. Why, when the Wilson-Gorman bill passed the house Bryan and Bailey of Texas took the lion on their shoulders and carried it into the room. It was in 1896 Bryan was run on a platform of free trade, but he was silver instead.

"As people ask me why I gave up my business interests and went into politics, I tell you. I am interested in a number of men and have on my mind the fact that I saw under a Democratic administration that my business was falling off, and that I had known McKinley for many years and recognized that he was a man of principle and a Christian, and I set my mind that he was the man to turn the tide from depression to prosperity. I saw that I must close my desk and get out and work, and the result of my prediction was not wrong.

election on the 22d of November. They are talking about

OCT. 11, 1900.

CAR TRUST AGAIN CUTS PAY

Reduces the Wages of the Flat Builders One Dollar.

HUNTINGTON, W. Va., Oct. 10.—A few weeks ago the management of the local plant of the American Car and Foundry Company (car trust) made a reduction of \$2 each for erecting hopper gondolas. The men struck and a compromise on a cut of \$1 was reached. Today the management announced a cut of \$1 each in the wages for constructing the patent flat cars, a big order for which was recently placed by the Southern Pacific. The trust is playing the men against each other, cutting one department at a time, so as not to have the whole force interested in the reduction at any date.

OCT. 14, 1900.

AMERICAN CARS IN BAVARIA

Vice Consul Reports That German Trains Will Be Modernized.

(Special Telegram.)

WASHINGTON, Oct. 13.—American railroad cars in Bavaria is the subject upon which Vice Consul General Hauser of Frankfurt writes to the state department in his latest report. The Bavarian government, says the consul, which owns all the railways and canals in that state, recently has begun work on an American model car to be built in Nuremberg for an express train. The company which is furnishing the woodwork and metal fixtures has sent one of its constructors to supervise the construction of the car. This would seem, adds the consul, to indicate that the small, odd-style cars used in Germany are to be abandoned and replaced by new ones patterned after the commodious American styles.

OCT. 17, 1900.

MRS. LINCOLN THE DEFENDANT.

Nephew of Senator Harlan Sues for Part of Estate Left by Lator.

(Special Dispatch to The Inter Ocean.)

MOUNT PLEASANT, Iowa, Oct. 13.—A sensational lawsuit has just been filed in the District court here by J. C. Whitford, a nephew of ex-United States Senator James Harlan, who died Oct. 1899, and left no will. Whitford now brings suit against the estate for the sum of \$27,000, which he alleges is due him for business services rendered to Senator Harlan in a period of twenty years. Whitford alleges that Senator Harlan did leave a will, but thinks it has been suppressed. The residue of the estate went to the Senator's only daughter, Mrs. Robert T. Lincoln of Chicago, who is the administratrix of the estate. She will be defendant in the suit. Whitford says his uncle often spoke of his will, and had intended to provide handsomely for him. Joseph C. McCabe of the Methodist church is said to have been told by the Senator, a short time before his death, that in his will he would leave a certain sum of money to endow the Iowa Wesleyan university of that city, an institution of which Senator Harlan was the first president. All these matters will be brought out in the suit.

OCT. 9, 1900.

SHOS MARKED GAINS.

FULLMAN COMPANY'S ANNUAL.

Results of Consolidation with Wagner Company Net Worth by Mr. Lincoln—Financial Campaign—Setting of Gas Stock.

The annual meeting of the Pullman company was held yesterday, with more than two-thirds of the capital stock represented. President Robert T. Lincoln presented the President of the Wagner company, following summary of the year's operations:

"During the fiscal year contracts have been made continuing the operation of this company's cars upon roads of the Southern Pacific company, Illinois & Quincy Railroad, and the Sea-way with the Chicago, Oklahoma & Great Falls company, Buffalo, Rochester & Pittsburgh railway and the Washington & Annapolis railway. The number of passengers carried during the year was 7,752,870 and the number of miles run was 27,000,498. During the previous year the number of passengers carried was 6,625,918, and the number of miles run was 21,911,000. The year just ended, therefore, shows an increase of about 25 per cent in the number of passengers carried, and about 20 per cent in the number of miles run, largely due to the acquisition of the Wagner business on Dec. 20, 1899.

"The total mileage of railways covered by contracts for the operation of cars of this company is 125,500. The value of the manufactured product of the car works of the company for the year was \$10,704,117.47, and of repairs \$722,126.41, a total of \$11,426,243.98, against \$12,629,273.82 for the previous year. The average number of names on the pay rolls at Pullman for the year was 6,258, and wages paid at Pullman for making an average of \$0.238 for each person employed. The total number of persons in the operating department of its manufacturing and repair works was 18,000, and the wages paid during the year \$8,489,132.55. The number of employees for the previous year was 15,817, and the wages paid during the year \$6,866,263.47.

The following financial statement for the year ended July 31, 1900, was submitted:

Total revenue	1900.	1899.
Total exp. of operation	\$15,022,848.05	\$11,729,900
Depreciation on cars disposed of, on cars rebuilt and retained, and on cars in general	6,112,604.32	4,566,969
Profession of net earnings	1,608,183.68	1,202,944
Interest on bonds and other securities	587,543.84	607,716
Surplus brought forward	6,828,476.91	5,443,015
Surplus declared	5,019,220.29	3,749,200
Surplus	1,809,256.62	1,693,815
Net assets	24,000,000.00	24,000,000
Liabilities	78,865,944.00	77,767,008

The figures for 1899 are drawn from previous official statements of the old company prior to consolidation with the Wagner company.

Directors for the ensuing year were elected as follows: Marshall Field, J. W. Deane, O. S. A. Sprague, Henry C. Hulbert, Henry H. Reed, Robert T. Lincoln, Norman S. Morgan, William K. Vanderbilt, J. Pierpont Morgan, Frederick W. Vanderbilt and T. Seward Webb.

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and their choice. The predictions I made then were not wrong, as shown by the conditions of to-day.

"McKinley called a special session of congress, and soon thereafter the Dingley tariff bill was passed. Prosperity followed, and the normal conditions of the country constitute good times with the right system of government.

"On the question of Imperialism I tell you the American people will never stop until the men who are rebelling against the N

"When I was a young man I first my start working for \$25 a month and from that start I have worked up to my present position. I would like to see every man and every boy present in this audience have the same success. I have not only been a friend of labor, but I have always encouraged organized labor and I was the first man engaged in the coal business in the state of Ohio to recognize union labor."

Appeals for McKinley Votes.

In closing his speech Senator Hanna appealed to his listeners to vote for McKinley. He said that the country had been more prosperous during the last four years than for many years previously and that the reelection of McKinley meant the continuance of prosperity, while the success of William J. Bryan would mean the closing down of factories and a general decrease in business of all kinds.

There were many democrats in the audience who had come to the meeting expecting to hear the republican spellbinder discuss the issues of the campaign and after the meeting adjourned they expressed disappointment over his failure to touch upon the issues.

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I want to tell you that the American people will never stop until the traitors who are shooting down the boys in blue in the Philippines are disarmed, taken prisoner, or shot. In thirty days after McKinley's election there will be no insurrection. It will melt away.

"I have been called a 'labor crusher' by Bryan, who tackled me in 1896 because he didn't dare to tackle McKinley, who was too well-known to the people of the country. The Democrats had to have a target or bogey man to frighten the people, and they selected me. If I have been successful it is because I have been industrious and fairly honest. I worked for \$25 a month. I worked as hard as any man here, and I worked more hours than any of you. I saved my money, and I put it into industries. Well, in the last campaign Bryan told what a 'crusher of labor' I was but he did not tell them that I was the first employer of labor in Ohio that ever recognized union men. I never refused to meet laboring men, either singly or by committee. In 1897 I offered to resign my seat in the Senate if any case could be cited where I had refused to talk with workmen, and there have been no takers yet. It is still open to Altgeld or any other demagogue in the United States.

"Now, my friends, I have come down here to show you that I haven't any horns, and if you believe that the condition of the country under McKinley's administration has been better than it was under the previous administration, which was Democratic, I ask your votes for McKinley and the Republican ticket."

GOOD YEAR FOR THE PULLMAN CO.

President's Report Shows In-
creased Value of Products
and Rentals.

ANNUAL MEETING HELD.

Declare Usual Quarterly Divi-
dend of \$2 a Share from
Net Earnings.

ELECT DIRECTORS FOR YEAR

Properly smiled upon the Pullman company last year. At the annual meeting of stockholders yesterday President Robert T. Lincoln submitted his report showing that the value of manufactured products of the car works for the year was \$16,704,117, which, with the addition of rentals amounting to \$22,120, gave a total of \$18,924,237, against \$13,928,227 for the previous year, the increase being \$5,000,010.

Another evidence of good times was found in President Lincoln's report in the figures taken from the pay rolls. According to it, the report the average number of names on the pay rolls at Pullman for the year was 6,258. The wages paid amounted to \$18,820,231, or an average of \$612.28 for each person employed.

The total number of persons in the employ of the company in its manufacturing and operating departments was 13,006, and the wages paid during the year aggregated \$8,488,192. The number of employees for the previous year was 13,017, and the wages paid during that year made a total of \$6,000,283, or \$1,488,909 less than the year just ended. Owing to the absorption of the Wagner company during the year the comparisons are not understood to signify all that the figures imply. The acquisition of the other company, while increasing the rental and wages, is not regarded, however, as explaining in full the increased business of the company. Good times have, in the opinion of the stockholders, been largely responsible for the prosperous condition of the company.

Less than half a dozen stockholders were present at the meeting, but these represented over two-thirds of the capital stock. Directors for the ensuing year were elected as follows:

Marshall Field,	Norman B. Ream,
J. W. Locke,	W. Vanderbilt,
C. S. Sprague,	J. Pierpont Morgan,
Henry H. Hulbert,	Robert T. Lincoln,
Robert T. Lincoln,	W. Seward Webb,

The usual quarterly dividend of \$2 per share from net earnings was declared, payable on Nov. 15 to stockholders of record at close of business on Nov. 1. Transfer books close on Nov. 1 and reopen on Nov. 16, 1900.

Figures from Annual Report.

The annual report of President Lincoln shows that during the fiscal year under review 31 contracts have been made continuing the operation of Pullman cars on the Southern Pacific, Pennsylvania, Illinois and New England Air Line railway systems. New contracts have been made with the Chesapeake, Oklahoma and Gulf, Buffalo, Rochester, and Pittsburgh and Washington County railroads. The number of passengers carried during the year was 7,702,876 and the number of miles run was 274,096,486. During the previous year the number of passengers carried was 6,015,816 and the number of miles run was 210,011,000. The year just ended, therefore, shows an increase of about 25 per cent in the number of passengers carried and about 30 per cent in the number of miles run.

PROFIT EARNINGS

Annual Meeting and Election of
Company's Directors.

RECEIPTS INCREASE

Net Profits for Past Fiscal Year
Aggregate \$6,623,476.

Vanderbilt Interests Said to Be Growing Larger and May Ultimately Control Corporation.

The gross earnings of the Pullman company for the fiscal year ending July 31, 1900, were \$16,702,588.65. The net earnings were \$6,623,476. The surplus for the year was \$2,795,188.72. The present surplus of the company is \$1,850,944.73.

These facts were given to the stockholders at their annual meeting yesterday afternoon at the offices of the company, in this city. There were but eight men at the meeting, but they represented a very large majority of the stock of the company. John S. Runnells presided, and Directors Norman Ream, H. C. Hulbert, John W. Doane, and Robert Lincoln of Chicago and Director Henry B. Read of Boston were present. None of the Vanderbilts were represented, although William K. and Frederick Vanderbilt and William Seward Webb are directors of the corporation. It is said that the Vanderbilt interests are gradually becoming larger, and a control of the company by the Vanderbilts is not a remote possibility.

The meeting yesterday was especially interesting, in that the figures given in the first made public since the absorption of the Wagner Pullman company.

Allowing for a natural growth in business, the Wagner company must be credited with bringing a percentage advantage of the increase of \$1,118,412 in net earnings of the company for the fiscal year. The gross earnings showed an increase of \$2,443,478. The net showed an increase of \$1,118,412, or an average of about a little less than 6 per cent on the \$296,000 of additional stock issued as bonus. The Wagner company, however, was not taken over until the last of December, so that the facts offer no correct medium for comparison.

Details of the Business.

In presenting his report, President Lincoln called attention to some interesting details regarding the number of people employed by the company in its various roles at Pullman during the year was 6,258. The aggregate paid for wages was \$2,822,731.83, making an average of \$612.38 per annum for each individual. The total amount of people employed in all departments of the company was 15,066. The total amount paid in wages was \$8,482,132.65. The number of employees at the close of the year was 13,017, and the wages paid during that year aggregated \$6,000,283.94.

The value of the manufactured product of the car works of the company for the year was \$16,704,117. Car rentals amounted to \$22,120, which, with the value of the shipment of over \$3,270,000, passengers carried by the company during the year increased 25 per cent, the total being \$17,774,237. The number of passengers carried was 8,005,816, and the number of miles run 219,011,000.

The management has been successful in renewing contracts for the operation of the company's cars on the Southern Pacific, Pennsylvania system, Chicago, Burlington and Quincy system, and the Sea-

SHOWS BIG EARNINGS.

PULLMAN'S ANNUAL STATEMENT

Mr. Yerkes Replies to Charges Made in Union Forester's Answer to Sairo Brothers' Suit—Local Stock Market.

At the annual meeting of the Pullman company yesterday the statement presented for the fiscal year ended July 31 showed gross earnings of \$16,702,588 and net earnings of \$6,623,476. These figures are largely in excess of those for the preceding year, but exact comparisons are not possible because of the absorption of the Wagner Palace Car Company Jan. 1 and the consequent increase of stock. The company had \$4,000,000 capital for five months up to July 31, 1900, and \$74,000 for seven months to July 31. The net earnings figure about 12 per cent on the average amount of stock for the year and 8.8 per cent on the total amount. The statement presented to the stockholders of this year is abbreviated altogether. The figures given are as follows for the fiscal year ending July 31:

Total revenue	\$16,702,588.65
Total expense	11,127,604.32
Discretion on cars disposed of	0
Gross profit	5,574,984.33
General expenses	1,469,183.63
Proportion of net earnings of car paid	587,145.34
Net earnings	3,518,655.36
Balance carried forward	3,270,283.72

Total Dividends declared \$10,415,661.73
 Bonds \$1,200,000.00
 Capital stock 7,000,000.00
 Net assets 29,615,661.73

More than two-thirds of the stock was represented at the meeting. The old directors, including the four representing the Wagner interest, were re-elected as follows:

Marshall Field,	Norman B. Ream,
C. S. Sprague,	William K. Vanderbilt,
Henry H. Hulbert,	J. Pierpont Morgan,
Robert T. Lincoln,	W. Seward Webb,

At a previous meeting of the directors the usual quarterly dividend (No. 13) of \$2 per share from net earnings was declared, payable Nov. 15 to stockholders of record at close of business Nov. 1. Transfer books close Nov. 1 and reopen on Nov. 16, 1900.

Robert T. Lincoln's address as president of the company is 110 Broadway, New York.

During the fiscal year was in substance as follows: The operation of the company's cars upon the Southern Pacific Railway, the Chicago and Quincy railroads, and the Southern Air Line. New contracts have been made with the Chesapeake and Gulf, Buffalo, Rochester, and Pittsburgh and Washington County railroads. The number of passengers carried during the year was 7,702,876, and the number of miles run 274,096,486. During the previous year the number of passengers carried was 6,015,816, and the number of miles run 210,011,000. The year just ended, therefore, shows an increase of about 25 per cent in the number of passengers carried and about 30 per cent in the number of miles run. The value of the manufactured product of the car works of the company for the year was \$16,704,117, and the value of the shipment of over \$3,270,000, passengers carried by the company during the year increased 25 per cent, the total being \$17,774,237. The number of passengers carried was 8,005,816, and the number of miles run 219,011,000.

The management has been successful in renewing contracts for the operation of the company's cars on the Southern Pacific, Pennsylvania system, Chicago, Burlington and Quincy system, and the Sea-

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largely due to the acquisition of the Wagner business on Dec. 30, 1899.

The total mileage of railways covered by contracts for the operation of cars of the Pullman company is 158,503 miles.

Earnings, expenses, etc., for the fiscal year ended July 31, 1900, were as follows:

Total revenue.....	\$15,022,858
Total expenses of operation.....	\$4,112,654
Depreciation on cars disposed of, on cars rebuilt and revalued, and on cars in general..	1,699,183
Proportion of net earnings of cars paid associated interests	587,543 8,399,382
Net earnings.....	8,823,474
Surplus brought forward.....	3,792,188
Dividends declared.....	5,519,720
Surplus.....	4,805,944
Capital stock.....	74,000,000
Net assets.....	78,895,944

Gross earnings at the end of last year were \$11,478,930, while this year, with the Wagner company included, they are \$15,022,858. The surplus at the end of last year was \$2,295,465, as against \$4,895,944 this year.

To Maintain Passenger Rates.

LOUIS AIR LINE.

The election of directors for the ensuing year resulted in the re-election of the old board, as follows: Marshall Field, J. W. Doane, Robert T. Lincoln, O. S. A. Sprague, Henry C. Hulbert, Henry B. Read, Norman B. Ream, W. K. Vanderbilt, J. Pierpont Morgan, Frederick W. Vanderbilt, and W. Seward Webb.

Regular Dividend Declared.

Prior to the annual meeting the directors met and declared the regular dividend of \$2 a share, payable Nov. 15 to shareholders of record on Nov. 1.

Shareholders in the company will be somewhat disappointed at the failure of the directors to declare any extra distribution on dividend account. The expected increase was based largely on the possibilities of the sale of Pullman real estate, but at the meeting yesterday the matter of disposal of the Pullman property, as necessitated by the decision that the company could not hold unnecessary property, was not mentioned.

Comparisons of the company's revenues and resources are as follows:

	1900.	1899.
Total revenue.....	\$15,022,858.05	\$11,478,930
Total expenses.....	6,112,654.62	4,539,809
Depreciation in cars, etc.....	1,699,183.00	.....
Proportion of net earnings paid associate interests.....	587,543.00	893,710
Net earnings.....	8,823,476.01	5,445,014
Surplus brought forward	3,792,188.72	2,295,464
Dividends declared.....	5,519,720.00	3,149,550
Surplus.....	4,805,944.73	8,792,188
Capital stock.....	74,000,000.00	54,000,000
Total assets.....	78,895,944.72	57,792,188

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Earnings, expenses, etc., for the fiscal year ended July 31, 1900, were as follows:

Total revenue.....	\$15,022,858	
Total expenses of operation.....	\$6,112,654	
Depreciation on cars disposed of, on cars rebuilt and revalued, and on cars in general.....	1,699,183	
Proportion of net earnings of cars paid associated interests.....	587,543	5,399,382
Net earnings.....		6,623,476
Surplus brought forward.....		3,792,188
Dividends declared.....		5,519,729
Surplus.....		4,895,944
Capital stock.....		74,000,000
Net assets.....		78,895,944

Gross earnings at the end of last year were \$11,478,930, while this year, with the Wagner company included, they are \$15,022,858. The surplus at the end of last year was \$2,295,465, as against \$4,895,944 this year.

To Maintain Passenger Rates.

REGULAR DIVIDEND.

The election of directors for the ensuing year resulted in the re-election of the old board, as follows: Marshall Field, J. W. Doane, Robert T. Lincoln, O. S. A. Sprague, Henry C. Hulbert, Henry B. Read, Norman B. Ream, W. K. Vanderbilt, J. Pierpont Morgan, Frederick W. Vanderbilt, and W. Seward Webb.

Regular Dividend Declared.

Prior to the annual meeting the directors met and declared the regular dividend of $\frac{1}{2}$ a share, payable Nov. 15 to shareholders of record on Nov. 1.

Shareholders in the company will be somewhat disappointed at the failure of the directors to declare any extra distribution on dividend account. The expected increase was based largely on the possibilities of the sale of Pullman real estate, but at the meeting yesterday the matter of disposal of the Pullman property, as necessitated by the decision that the company could not hold unnecessary property, was not mentioned.

Comparisons of the company's revenues and resources are as follows:

	1900.	1899.
Total revenue.....	\$15,022,858.05	\$11,478,930
Total expenses.....	6,112,654.52	4,859,509
Depreciation in cars, etc.....	1,699,183.00	.....
Proportion of net earnings paid associated interests.....	587,543.00	593,714
Net earnings.....	6,623,476.91	5,445,014
Surplus brought forward.....	3,792,188.72	2,295,464
Dividends declared.....	5,519,729.00	5,149,550
Surplus.....	4,895,944.73	3,792,188
Capital stock.....	74,000,000.00	54,000,000
Total assets.....	78,895,944.72	57,792,188

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The total mileage of railways covered by contracts for the operation of cars of the Pullman company is 158,503 miles.

Earnings, expenses, etc., for the fiscal year ended July 31, 1900, were as follows:

Total revenue.....	\$15,022,858
Total expenses of operation... \$8,112,654	
Depreciation on cars disposed of, on cars rebuilt and revalued, and on cars in general..	1,699,183
Proportion of net earnings of cars paid associated interests	587,543
Net earnings.....	8,399,362
Surplus brought forward.....	4,823,478
Dividends declared.....	3,792,188
Surplus.....	5,519,729
Capital stock.....	4,895,944
Net assets.....	74,000,000
	78,895,944

Gross earnings at the end of last year were \$11,478,930, while this year, with the Wagner company included, they are \$15,022,858. The surplus at the end of last year was \$2,295,465, as against \$4,895,944 this year.

To Maintain Passenger Rates.

Board of Directors.

The election of directors for the ensuing year resulted in the re-election of the old board, as follows: Marshall Field, J. W. Doane, Robert T. Lincoln, O. E. A. Sprague, Henry C. Hulbert, Henry B. Read, Normal B. Ream, W. K. Vanderbilt, J. Pierpont Morgan, Frederick W. Vanderbilt, and W. Seward Webb.

Regular Dividend Declared.

Prior to the annual meeting the directors met and declared the regular dividend of \$2 a share, payable Nov. 15 to shareholders of record on Nov. 1.

Shareholders in the company will be somewhat disappointed at the failure of the directors to declare any extra distribution on dividend account. The expected increase was based largely on the possibilities of the sale of Pullman real estate, but at the meeting yesterday the matter of disposal of the Pullman property, as necessitated by the decision that the company could not hold unnecessary property, was not mentioned.

Comparisons of the company's revenues and resources are as follows:

	1900.	1899.
Total revenue.....	\$15,022,858.05	\$11,478,930
Total expenses.....	8,112,654.82	4,559,809
Depreciation in cars, etc.....	1,699,183.00	.....
Proportion of net earnings paid associate interests.....	.....	.....
Net earnings.....	8,399,362.00	6,919,121
Surplus brought forward	4,823,478.72	2,295,465
Dividends declared.....	3,792,188.72	3,149,550
Surplus.....	5,519,729.00	3,792,188
Capital stock.....	4,895,944.73	4,895,944
Total assets.....	74,000,000.00	54,000,000
	78,895,944.72	57,792,188

Oct. 19 1900.

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GOOD YEAR FOR THE FULLMAN CO.

President's Report Shows Increased Value of Products and Rentals.

ANNUAL MEETING HELD.

Declare Usual Quarterly Dividend of \$2 a Share from Net Earnings.

ELECT DIRECTORS FOR YEAR

Prosperity smiled upon the Pullman company last year. At the annual meeting of stockholders yesterday President Robert T. Lincoln submitted his report showing that the value of manufactured products of the car works for the year was \$19,704,111, which, with the addition of rentals amounting to \$252,156, gave a total of \$19,956,267, against \$13,628,267 for the previous year, the increase being \$3,328,013.

Another evidence of good times was found in President Lincoln's report in the figures given from the pay rolls, according to the report the average number of names on the pay rolls at Pullman for the year was 6,258. The wages paid amounted to \$3,822,201, or an average of \$612.38 for each person employed.

The total number of persons in the employ of the company in its manufacturing and operating departments was 16,006, and the wages paid during the year aggregated \$8,483,132. The number of employees for the previous year was 15,017, and the wages paid that year made a total of \$6,066,283, or \$1,416,849 less than the year just ended.

Owing to the absorption of the Wagner company during the year the comparison are not understood to signify all that the figures imply. The acquisition of the other company, while increasing the rental and wages, is not regarded, however, as explaining in full the increased business of the company. Good times here, in the opinion of the stockholders, have been largely responsible for the prosperous condition of the company.

Less than half a dozen stockholders were present at the meeting but they represented over two-thirds of the capital stock. Directors for the ensuing year were elected as follows:

Marshall Field,	Norman B. Ryan
W. W. Doane,	William Vanderbill,
O. S. A. Sprague,	J. Pierpont Moran,
Henry H. Wood,	Robert T. Lincoln,
Henry R. Reed,	W. Edward Webb,
Robert T. Lincoln,	

The usual quarterly dividend of \$2 per share from net earnings was declared, payable on Nov. 15 to stockholders of record at close of business on Nov. 1. Transfer books close on Nov. 1 and reopen on Nov. 10, 1900.

Figures from Annual Report.

The annual report of President Lincoln shows that during the fiscal year ended July 31 contracts have been made continuing the operation of Pullman cars on the Southern Pacific, Pennsylvania, Buffalo and West coast Air Line railway systems. New contracts have been made with the Southern Oklahoma and Gulf, Buffalo, Rochester, and Pittsburg and Washington County railroads.

The number of passengers carried during the year was 7,762,876 and the number of miles run was 274,068,488. During the previous year the number of passengers carried was 6,015,818 and the number of miles run was 218,011,905. The year just ended, the report shows an increase of about 29 per cent in the number of passengers carried and

PULLMAN'S EARNINGS

Annual Meeting and Election of Company's Directors.

RECEIPTS INCREASE

Net Profits for Past Fiscal Year Aggregate \$6,633,476.

Vanderbilt Interests Said to Be Growing Larger and May Ultimately Control Corporation.

The gross earnings of the Pullman company for the fiscal year ending July 31, 1900, were \$19,956,267. The net earnings were \$6,633,476. The surplus for the year was \$5,792,188.72. The present surplus of the company is \$1,887,844.75.

These facts were given to the stockholders at their annual meeting yesterday afternoon at the offices of the company in this city. There were but eight men at the meeting, but they represented a very large majority of the stock of the company. John E. Runnels presided, and Directors Norman Ryan, H. C. Hulbert, John W. Doane, and Robert Lincoln of Chicago and Director Henry R. Head of Boston were present. None of the Vanderbilts were represented, although William K. Vanderbilt and William Seward Webb are directors of the corporation. It is said that the Vanderbilt interests are gradually becoming larger, and a control of the company by the Vanderbilts is not a remote possibility.

The meeting yesterday was especially interesting, in that the figures given out for the first made public since the absorption of the Wagner Palace Car company.

Allowing for a natural growth in business, the Wagner company must be credited with bringing an increase of 25 per cent in the net earnings of the company for the last fiscal year. The gross earnings showed an increase of \$5,045,282. The net earnings show a little less than 8 per cent on the \$20,000,000 additional stock issued as the Wagner Palace Car company, however, was not taken over until the last of December, so that the facts offer no correct medium for comparison.

Details of the Business.

In presenting his report, President Lincoln called attention to some interesting details regarding the number of people employed by the company in its various roles at Pullman during the year. The aggregate paid for wages was \$3,822,711.82, making an average of \$612.38 per annum for each individual. The average number of people employed in all departments of the company was 15,065. The total amount paid in wages was \$3,482,132.05. The number 15,017, and the wages paid during that year aggregated \$6,066,283.94.

The value of the manufactured product of the car works of the company for the year was \$19,704,111. Car rentals amounted to \$252,156. This shows an increase for this department of over \$2,770,000. Passengers carried by the year increased 25 per cent, the total being 7,762,876, 666,478. During the previous year the number of passengers carried was 6,006,818, and the number of miles run was 219,011,905.

The management has been successful in renewing contracts for the operation of the company's cars on Southern Pacific Railroad, Pennsylvania system, Chicago, Burlington and Quincy system, and the Rail-

SHOWS BIG EARNINGS.

PULLMAN'S ANNUAL STATEMENT

Mr. Yerkes Replies to Charges Made in Union Traction Answer to Streetcar Brotherhood Suit—Local Stock Market.

At the annual meeting of the Pullman company yesterday the statement presented for the fiscal year ended July 31 showed gross earnings of \$19,956,267 and net earnings of \$6,633,476. These figures are largely in excess of those for the preceding year, but exact comparisons are not possible because of the absorption of the Wagner Palace Car Company Jan. 1, and the consequent increase of stock for the year and 1.9 per cent of the amount of stock for the year and 1.9 per cent of the total amount. The statement presented to the stockholders this year is abbreviated from the old form, the balance sheet being omitted altogether. The figures given are as follows for the fiscal year ended July 31:

Total revenue	\$19,956,267.00
Less depreciation on cars disposed	6,117,654.33
Less general expenses	1,079,133.05
Proportion of net earnings of Wagner Palace Car Company	1,887,844.75
Surplus brought forward	3,792,188.72
Dividends declared	\$13,441,664.33
Surplus	1,159,793.00
Capital stock	4,000,000.00
Net assets	1,159,793.00

More than two-thirds of the stock was represented at the meeting. The old directors, including the four representing the Wagner interest, were re-elected as follows:

Marshall Field,	Norman B. Ryan
W. W. Doane,	William K. Vanderbilt,
H. C. Hulbert,	J. Pierpont Moran,
Henry R. Wood,	Robert T. Lincoln,
Henry R. Reed,	W. Edward Webb,
Robert T. Lincoln,	

At a previous meeting of the directors the usual quarterly dividend (No. 13) of \$2 per share from net earnings was declared, payable Nov. 15 to stockholders of record at close of business Nov. 1. Transfer books close on Nov. 1 and reopen on Nov. 10.

Robert T. Lincoln's address as president of the company was in substance as follows:

During the fiscal year ended July 31 we have continued the operation of the company's cars on the Southern Pacific, Pennsylvania, Buffalo and West coast Air Line railway systems. New contracts have been made with the Chicago, Burlington and Quincy, Buffalo, Rochester and Pittsburgh Railway and the Washington County Railroad. The number of passengers carried during the year was 7,762,876, an increase of 29 per cent over the 6,006,818 carried the previous year. The number of miles run was 274,068,488, and the number of miles run per car increased about 25 per cent in the number of passengers carried and about 29 per cent acquisition of the Wagner Palace Car Company. The total mileage of railways covered by contracts for the operation of the company's cars in 1900 was 1,159,793 miles. The value of the manufactured product of the car works for the year was \$19,704,111, an increase of \$2,770,000 over the \$16,934,111 of the previous year. The average number of names on the pay rolls at Pullman during the year was 6,258, and the wages paid during the year were \$3,822,711.82, making an average of \$612.38 per annum for each individual. The average number of people employed in all departments of the company was 15,065. The total amount paid in wages was \$3,482,132.05. The number 15,017, and the wages paid during that year aggregated \$6,066,283.94.

The value of the manufactured product of the car works of the company for the year was \$19,704,111. Car rentals amounted to \$252,156. This shows an increase for this department of over \$2,770,000. Passengers carried by the year increased 25 per cent, the total being 7,762,876, 666,478. During the previous year the number of passengers carried was 6,006,818, and the number of miles run was 219,011,905.

The management has been successful in renewing contracts for the operation of the company's cars on Southern Pacific Railroad, Pennsylvania system, Chicago, Burlington and Quincy system, and the Rail-

Oct. 9 1900.

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Oct. 9 1900.

GOOD YEAR FOR THE PULLMAN CO.

President's Report Shows Increased Value of Products and Rentals.

ANNUAL MEETING HELD.

Declare Usual Quarterly Dividend of \$2 a Share from Net Earnings.

ELECT DIRECTORS FOR YEAR

Properly smiled upon the Pullman company last year. At the annual meeting of stockholders yesterday President Robert T. Lincoln submitted his report showing that the value of manufactured products for that year worked out the year was \$18,704,111, which, with the addition of rentals amounted to \$22,159,746 a total of \$40,863,857, against \$18,628,267 for the previous year, the increase being \$22,235,590.

Another evidence of good times was found in President Lincoln's report in the figures taken from the pay rolls. He stated that the report the average number of names on the pay rolls at Pullman for the year was 4,238. The wages paid amounted to \$8,826,251, or an average of \$2128 for each person employed.

The total number of persons in the employ of the company in its manufacturing and operating departments was 13,006, and the wages paid during the year aggregated \$8,486,192. The number of employees for the previous year was 13,017, and the wages paid during that year made a total of \$6,996,283, or \$1,489,909 less than the year just ended.

Owing to the absorption of the Wagner company during the year the figures are not understood to signify all that the figures imply. The acquisition of the other company, while increasing the rental and wages, is not regarded, however, as explaining in full the increased business of the company. Good times have, in the opinion of the stockholders, been largely responsible for the prosperous condition of the company.

Less than half a dozen stockholders were present at the meeting, but these represent over two-thirds of the capital stock. Directors for the ensuing year were elected as follows:

- | | |
|--------------------|------------------------|
| Marshall Field, | Norman H. Hagan, |
| J. W. Boone, | William A. Vanderbilt, |
| O. H. Sprague, | J. Pierpont Morgan, |
| Henry H. Rogers, | John D. Rockefeller, |
| Robert T. Lincoln, | W. Seward Webb. |

The usual quarterly dividend of \$2 per share from net earnings was declared, payable on Nov. 15 to stockholders of record at close of business on Nov. 1. Transfer books close on Nov. 1 and reopen on Nov. 10, 1900.

Figures from Annual Report.

The annual report of President Lincoln shows that during the fiscal year ending July 31 contracts have been made continuing the operation of Pullman cars on the Chicago and Pacific, Pennsylvania, Burlington, and Seaboard Air Line railway systems. New contracts have been made with the Santa Fe, Oklahoma and Gulf, Buffalo, Rochester, and Pittsburgh and Washington County railroads. The number of passengers carried during the year was 7,762,870 and the number of miles run was 274,096,438. During the previous year the number of passengers carried was 6,018,816 and the number of miles run was 219,011,905. The year just ended, therefore, shows an increase of about 25 per cent in the number of passengers carried and in the increase in the number of miles run.

PULLMAN'S EARNINGS

Annual Meeting and Election of Company's Directors.

RECEIPTS INCREASE

Net Profits for Past Fiscal Year Aggregate \$6,623,476.

Vanderbilt Interests Said to Be Growing Larger and May Ultimately Control Corporation.

The gross earnings of the Pullman company for the fiscal year ending July 31, 1900, were \$18,022,858.00. The net earnings were \$6,623,476. The surplus for the year was \$4,792,183.72. The present surplus of the company is \$1,858,144.74.

These facts were given to the stockholders at their annual meeting yesterday afternoon at the offices of the company, in this city. There were but eight men at the meeting, but they represented a very large majority of the stock of the company. John S. Runnels presided, and Directors Norman Hagan, H. C. Hulbert, John W. Doane, and Robert Lincoln of Chicago and Director Henry H. Rogers of Boston were present. None of the Vanderbilts were represented, although William K. and Frederick Vanderbilt and W. Seward Webb are directors of the corporation. It is said that the Vanderbilt interests are gradually becoming larger, and a control of the company by the Vanderbilts is not a remote possibility.

The meeting yesterday was especially interesting, in that the figures given out were the first made public since the absorption of the Wagner Palace Car company.

Allowing for a natural growth in business, the Wagner company must be credited with bringing a large portion of the increase of \$1,113,412 in net earnings as compared with the fiscal year. The gross earnings showed an increase of \$2,548,768. The net returns show a little less than 6 per cent on the \$29,000,000 additional stock issued as payment for the Wagner Palace car company. The Wagner company, however, was not taken over until the last of December, so that the facts offer no correct medium for comparison.

Details of the Business.

In presenting his report, President Lincoln called attention to some interesting details regarding the number of people employed by the company in all its various branches. The average number on the pay rolls at Pullman during the year was 4,238. The aggregate paid for wages was \$3,822,701.88, making an average of \$123.28 per person for each individual. The total number of people employed in all departments of the company was 13,006. The total amount paid in wages was \$8,486,192.56. The number of employees during the previous year was 13,017, and the wages paid during that year aggregated \$6,996,283.94.

The value of the manufactured product of the car works of the company for the year was \$18,704,111. Car rentals amounted to \$2,122,159. This shows an increase in the value of over \$2,750,000. Passengers carried by Pullman for the year were 7,762,870, an increase of 25 per cent, the total being 7,752,876. The number of miles run was 274,096,438, an increase of 25 per cent to 274,096,438. During the previous year the number of passengers carried was 6,018,816, and the number of miles run was 219,011,905.

The management has been successful in renewing contracts for the operation of the company's cars on the Southern Pacific railroad, Pennsylvania system, Chicago, Burlington and Quincy system, and the Sea-

SHOWS BIG EARNINGS.

PULLMAN'S ANNUAL STATEMENT

Mr. Vestes Replies to Charges Made in Union Fraction Answer to the Sastro Brothers' San-Local Stock Market.

At the annual meeting of the Pullman company yesterday the statement presented for the fiscal year ended July 31 showed gross earnings of \$18,022,858 and net earnings of \$6,623,476. These figures are largely in excess of those of the preceding year, but exact comparisons are not possible because of the absorption of the Wagner Palace Car Company Jan. 1 and the consequent increase of stock. The company had \$24,000,000 capital for five months up to the end of July. The net earnings figure about 11 per cent on the average amount of stock for the year and 8.8 per cent on the total amount. The statement presented to the stockholders this year is abbreviated, omitted altogether. The figures given are as follows for the fiscal year ending July 31:

Total revenue	\$18,022,858.00
Car result and revenue and annual	4,112,654.32
Depreciation on cars disposed of	1,089,183.63
General	1,089,183.63
Proportion of net earnings of car paid	387,548.34
Net earnings	6,623,476.00
Surplus brought forward	3,792,283.72
Total	\$10,415,759.72
Dividends declared	\$8,486,192.56
Surplus	1,929,567.16
Capital stock	24,000,000.00
Net assets	25,929,567.16

More than two-thirds of the stock was represented at the meeting. The old directors, including the four representing the Wagner interest, were re-elected as follows:

Marshall Field,	Norman H. Hagan,
O. H. Sprague,	William K. Vanderbilt,
Henry H. Rogers,	J. Pierpont Morgan,
Robert T. Lincoln,	W. Seward Webb.

At a previous meeting of the directors the usual quarterly dividend (No. 13) of \$2 per share from net earnings was declared, payable Nov. 15 to stockholders of record at close of business Nov. 1. Transfer books close on Nov. 1 and reopen Nov. 10, 1900.

Robert T. Lincoln's address as president of the company was given as follows:

During the fiscal year which closed July 31 the operation of the company's cars upon the Southern Pacific Railway, the Chicago and Pacific, the Chicago, Burlington and Quincy, the Pennsylvania, the Seaboard Air Line, New contracts have been made with the Santa Fe, Oklahoma and Gulf, Buffalo, Rochester and Pittsburgh Railway and the Washington County and Great Railroad of New York. The number of passengers carried during the year was 7,762,870, an increase of 25 per cent. The number of miles run was 274,096,438, an increase of 25 per cent. The number of passengers carried and also in the number of miles run were 25 per cent greater than in the acquisition of the Wagner car, largely due to the 25 per cent increase in the number of cars, 25 contracts for the operation of cars on the product of the car works of the company for the year was \$18,704,111.47 and of rentals \$2,122,159.47, a total of \$20,826,270.94, against \$18,628,267 for the previous year. The average number of names on the pay rolls at Pullman for the year was 4,238, and the wages paid during the year were \$8,486,192.56, making an average of \$2128.28 per person for each individual. The total number of people employed in all departments of the company was 13,006. The total amount paid in wages was \$8,486,192.56. The number of employees during the previous year was 13,017, and the wages paid during that year aggregated \$6,996,283.94.

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OCTOBER 1900.

THE PULLMAN COMPANY.

The report for the year ending July 31, 1900, was presented at the annual meeting this week. The business of the Wagner Palace Car Company was merged with that of Pullman's Palace Car Company last year. For this reason no valuable comparison with previous reports of Pullman's Palace Car Company can be made. The reports of that corporation for the seven years prior to July 31, 1900, are given in detail in the last Investors' Manual issued by The Economist. The report for the year ending July 31, 1900, shows as follows:

Total revenue.....	\$15,027,868
Expenses of operation.....	\$ 6,112,654
Depreciation on cars disposed of on 222,247, and rental, and on cars in general.....	1,000,183
Proportion of net earnings of 62% paid associated interests.....	587,543
	\$2,999,282
Earnings.....	\$ 6,623,174
Surplus.....	2,732,193
	\$10,143,964
Dividends declared.....	\$ 5,516,730
Surplus.....	\$ 4,627,234
Capital stock.....	\$10,000,000
Reserves.....	\$7,856,944

Net earnings for the year, it will be seen, were equal to 8.9 per cent on the outstanding capital stock. Gross earnings of the Pullman Company and of Pullman's Palace Car Company, years ending July 31, compare as follows:

1900.....	\$15,027,868	1899.....	\$ 9,541,863
1899.....	\$11,050,001	1898.....	\$ 9,474,620
1898.....	\$10,774,389	1897.....	\$ 9,565,027
1897.....	\$ 9,724,283	1896.....	\$11,300,960

The statement of President Lincoln to the stockholders contained the following:

During the fiscal year contracts have been made continuing the operation of this company's cars upon the Southern Pacific Company, Pennsylvania Railroad system, the Chicago, Burlington & Quincy Railroad Company, and the railroad A.V. Line. New contracts have been made with the Chicago, Oklahoma & Gulf Railroad Company, Buffalo, Rochester & Pittsburgh Railway and the Washington County Railroad.

The number of passengers carried during the year was 27,725,716, and the number of miles run was 274,058,482. During the previous year the number of passengers carried was 26,675,818, and the number of miles run was 210,041,926. The year just ended was the most successful in the history of the company in the number of passengers carried, and about 25 per cent in the miles run, largely due to the acquisition of the Wagner business on December 30, 1899.

The total mileage of railways covered by contracts for the operation of cars for the year was 463,194.47, and of contracts for the manufacture of products of the car works of the company for the year was 463,194.47, and of contracts for the previous year was 417,009.57,038, amounting to \$13,028,527.82 for the previous year.

The average number of names on the payrolls at Pullman for the year was 4,326 and wages paid \$3,874,793.36, making an average of \$912.26 for each per-son employed. The total number of persons in the employ of the company in its manufacturing and operating departments was 4,326 and the wages paid therefor \$3,874,793.36. The number of employees for the previous year was 15,047, and the wages paid therefor \$13,028,527.82.

The old directors were re-elected, as follows: Marshall Field, J. W. Doane, O. S. A. Sprague, Henry C. Hulbert, Henry R. Reed, Robert T. Lincoln, Norman B. Ream, William K. Vanderbilt, J. Pierpont Morgan, Frederick W. Vanderbilt, W. Seward Webb.

The regular dividend of \$2 a share for the year was declared by the directors, payable November 15.

OCT. 19, 1900.

PULLMAN WOULD FILE DEEDS.

Transfers Her Rights to Property to the Daughters.

Three deeds filed yesterday added to the daughter's share all the estate of the late George M. Pullman not otherwise disposed of according to the will of the decedent or included in the \$1,000,000 portions set apart for Mrs. Florence Pullman Lowden and Mrs. Harriet Pullman Carolan. By the will \$1,000,000 was to be set aside for the daughters and then other legacies were to be satisfied. When all other provisions had been complied with there remained properties of large value. Mrs. Hattie Sawyer Pullman, a widow of the carbuilder, gave a quitclaim deed to the Illinois Trust and Savings bank, as trustee under the will of Mr. Pullman, and to Norman B. Ream and Robert T. Lincoln, an executor, for the purpose of extinguishing her dower rights in these properties.

Revenue stamps affixed to one deed showed it represented an interest of \$25,000. It involved twelve pieces of south side property, as well as realty out of the state.

The yearly statement of the Pullman company reflects the operations of the Pullman Freight cars for the Cincinnati, Richmond & Muncie that of the Wagner for seven months:

Total revenue.....	1,000	1899.....	\$11,478,500
Operating expenses.....	611,264	1898.....	\$10,774,389
Repairs and maintenance.....	1,000,733	1897.....	\$9,724,283
Balance.....	7,211,951	1896.....	\$11,300,960
Dividends paid.....	5,425,478	1895.....	\$10,774,389
Year's surplus.....	1,108,758	1894.....	\$9,541,863
Repairs brought forward.....	3,792,188	1893.....	\$9,474,620
Capital.....	4,800,000	1892.....	\$11,300,960
	\$4,000,000		

CALIBRE REPORT

OCT. 20, 1900.

P. G. WRIGHT NURSING

WELL-KNOWN CITIZEN OF PULLMAN HAS NOT BEEN HEARD OF FOR OVER A YEAR.

Conflicting explanations are given for P. G. Worcester, As-Treasurer, Pullman Car Works of Macomb, Mich., who has a considerable sum of money belonging to it.

For nearly two weeks the whereabouts of Percy Wright, of Pullman avenue, has been unknown. About the first of the month he was missed by his family. As he failed to report for duty at the office of the Pullman Company's store-room, the reason for his continued absence became the topic of conversation among his friends and acquaintances.

Wright is Treasurer of Wilmington Tent, K. O. T. M. He has in his possession the funds of this organization. It is believed by his friends, however, that embezzlement is not the reason of his leaving-take.

His wife and family remained for a short time at the home of Pullman avenue, but left for England this week.

As Mr. Wright is well and favorably known in Pullman, and has had, to all appearances, no difficulties of any kind, his continued disappearance is inexplicable.

OCT 19, 1900.

New Car Equipment.

The Chicago Rock Island & Pacific are building 250 box cars at their shops.

It is reported that the Illinois Terminal is in the market for 50 coal cars.

rumors are current that the Texas Midland is in the market for 100 coal cars.

The Florida Central & Peninsular is reported to be in the market for 150 coal cars.

Reports state that the Chicago Milwaukee & St. Paul is in the market for 50 cars.

The Northern Pacific is reported to be in the market for 20 passenger cars.

Reports state that the Ilio-Kohala Railroad of Hawaii is in the market for freight and passenger cars.

The American Car & Foundry Company have received an order for 100 coal cars from a coal company.

We are informed that the Pullman company are building eight passenger cars for the Northern Pacific.

The American Car & Foundry Company have an order for two passenger cars from the Arizona & New Mexico.

The New York New Haven & Hartford has placed an order with the American Car & Foundry Company for 400 coal cars.

Press dispatches state that the Laocia Car Company will build 100 freight cars for the Cincinnati Richmond & Muncie.

We are informed that the Pullman company are building three passenger cars for the Kansas City Fort Scott & Memphis.

It is announced that the American Car & Foundry Company have an order from the Florence & Cripple Creek for 125 box cars.

It is stated that the Pullman company have submitted bids on a lot of gondolas and box cars for the Pennsylvania railroad.

It is reported that the Delaware Lackawanna & Western has ordered 40 steel cars of the Sterlingworth Railway Supply Company of Easton.

It is reported that the St. Louis & San Francisco has placed the order for 100 box and 50 furniture cars with the American Car & Foundry Company.

The Pressed Steel Car Company, it is announced, have received an order for 100 ballast cars of 100,000 pounds' capacity from the Lake Shore & Michigan Southern.

The Southern Car & Foundry Company of Ansonia, Ala., have just begun work on the order for 500 flat cars for the Southern Railway and they expect to complete the order in 60 days.

Three sleeping cars were added to the equipment of the Central of Georgia in its fiscal year lately opened. Large expense was incurred in supplying the freight equipment with air brakes and automatic couplers.

Chicago Burlington & Quincy has placed an order with the Haskell & Barker company of Michigan City, Ind., for 200 ballast cars, of 80,000 pounds' capacity. They will be 40 feet long over end sills and will be equipped with Westinghouse brakes and Chicago couplers.

The order recently placed by the Pittsburg & Lake Erie with the American Car & Foundry Company calls for ten passenger coaches for April delivery. The specifications include standard wheels, Westinghouse brakes, National hollow brackets, Buchoff 3-stem drawbar attachments, McQuay journal beams, Bohnop 3-stem drawbar attachments, McQuay journal beams, Soole dustguards, Hale & Kilburn seats, Pintsch gang, steam hose and steel platforms.

The change of the past year in the Louisville & Nashville's equipment list include the destruction of seven passenger cars and the purchase or building of four. In the freight list 422 cars were destroyed, 25 transferred to the roadway department, one sold and 572 bought or built. Of the company's freight equipment 75 per cent is supplied with air brakes and 93 per cent with automatic couplers.

An order recently placed by the New York Central & Hudson River with the Pressed Steel Car Company calls for 25 ballast cars of 100,000 pounds' capacity, to be delivered in December. They will be 36 feet long, 3 feet 4 inches wide over all, and will have Fox truck pressed steel bogies, Westinghouse brakes, National hollow brakebeams, Gould couplers, French springs and Magnus metal journal bearings.

The specifications for the 400 hopper-bottom, self-clearing gondolas, recently ordered of the Pressed Steel Car Company by the Chesapeake & Ohio, call for cars 28 feet long, of 100,000 pounds' capacity, equipped with pressed steel trucks and bolsters of the Schenck type, Westinghouse brakes, pressed steel brakebeams, Chicago steel couplers, Westinghouse friction draft gear, Ajax metal journal bearings and M. C. B. standard journal boxes.

OCTOBER 20, 1900.

THE PULLMAN COMPANY.

The report for the year ending July 31, 1900, was presented at the annual meeting this week. The business of the Wagner Palace Car Company last year. For this reason no valuable comparison with previous reports of Pullman's Palace Car Company can be made. The reports of that corporation for the seven years prior to July 31, 1900, are given in detail in the last Investors' Manual issued by The Economist. The report for the year ending July 31, 1900, shows as follows:

Total revenue	\$15,027,908	\$15,027,908	
Total expense of operation	6,112,654		
Depreciation on cars disposed of on cars rebuilt and repaired and on cars in general	1,000,193		
Proportion of net earnings of cars and associated interests	867,843	5,260,383	
Net earnings	\$4,602,448		
Surplus balance	5,922,185		
Dividends declared	810,453,964	5,919,730	
Surplus	\$4,962,944	\$4,962,944	
Capital stock	7,600,000		
Net assets	\$75,806,944		
Net earnings for the year, it will be seen, were equal to 8.9 per cent on the outstanding capital stock. Gross earnings of the Pullman Company and of Pullman's Palace Car Company, years ending July 31, compare as follows:			
1900	\$15,027,908	1899	\$13,941,383
1899	11,428,800	1898	9,412,433
1898	10,707,400	1897	6,566,067
1897	8,071,288	1896	11,390,990

The statement of President Lincoln to the stockholders contained the following:

During the fiscal year contracts have been made continuing the operation of this company's cars upon the Southern Pacific Company, Pennsylvania Railroad system, the Chicago, Burlington & Quincy Railroad Company, and the National Air Line. No contracts have been made with the Chicago, Oklahoma & Gulf Railroad Company, Buffalo, Rochester & Pittsburgh Railway and the Washington County Railroad.

The number of passengers carried during the year was 7,225,000, and the number of miles run was 271,096,888. During the previous year the number of passengers carried was 6,000,000, and the number of miles run was 210,001,000. The year just ended, therefore, shows an increase of 20 per cent in the number of passengers carried, and about 20 per cent in the miles run, largely due to the acquisition of the Wagner Palace Car Company on December 29, 1899.

The total mileage of railways covered by contracts for the one operation of cars of this company is 126,263. The value of the material of product of the car works of the company for the year was \$16,304,111.47, and of net earnings \$22,185,519.75, making a profit of \$13,620,370.08, against \$13,025,252.82 for the previous year.

The average number of names on the payrolls at Pullman for the year was 4,200 and wages paid \$4,274,048, making an average of \$10.28 for each per-an employed.

The total number of persons in the employ of the company in its manufacturing and operating departments was 10,000, and the wages paid to them for the year was \$12,120,000. The number of employees for the previous year was 13,047, and the wages paid during that year \$18,000,000.

The old directors were re-elected, as follows: Marshall Field, J. W. Doane, O. S. A. Sprague, Henry C. Hubert, Henry B. Reed, Robert T. Lincoln, Norman B. Ryan, William K. Vanderbilt, J. Pierpont Morgan, Frederick W. Vanderbilt, W. Seward Webb.

The regular dividend of \$2 a share for the quarter was declared by the directors, payable November 15.

OCT. 19, 1900.

PULLMAN WIDOW FILES DEEDS.

Transfers Her Rights to Property to the Daughters.

Three deeds filed yesterday added to the daughter's share all the estate of the late George M. Pullman not otherwise disposed of according to the will of the decedent or included in the \$1,000,000 portions set apart for Mrs. Florence Pullman Lowden and Mrs. Hattie Pullman Carolina. By the will \$1,000,000 was to be set aside for the daughters and then other legacies were to be attended to. When all other provisions had been complied with there remained properties of large value. Mrs. Hattie Sanger Pullman, a widow, gave the carriages, gave a quitclaim deed to the Illinois Trust and Savings bank, as trustee under the will of Mr. Pullman, and to Norman B. Ryan and Robert T. Lincoln, as executors, for the purpose of extinguishing her dower rights in these properties.

Revenue stamps affixed to one deed showed it represented an interest of \$25,000. It involved twelve pieces of south side property, as well as realty out of the state.

The yearly statement of the Pullman company reflects the operations of the Pullman Company and embraces that of the Wagner for seven months:

Total revenue	1900	1899
	\$15,027,908	\$13,941,383
Operating expense	6,112,654	4,559,508
Balance	\$ 8,915,254	\$ 6,381,875
Revenue	1,659,138	1,659,138
Balance	\$ 7,256,116	\$ 6,122,737
Revenue	1,659,138	1,659,138
Balance	\$ 6,246,978	\$ 5,463,600
Dividends paid	1,164,758	1,164,758
Year's surplus	\$ 1,168,708	\$ 2,296,845
Surplus brought forward	3,762,188	1,496,723
Capital stock	\$ 4,800,000	\$ 3,762,188
	\$ 10,000,000	\$ 9,000,000

CALUMNET RECORD

OCT. 20, 1900.

P. G. WRIGHT MISSING.

WELL-KNOWN CITIZEN OF PULLMAN HAS NOT BEEN HEARD OF FOR OVER A WEEK.

Conflicting explanations offered for disappearance of Treasurer of Pullman Co. of the Maccabees, His Car, Considerable Sum of Money Belonging to it.

For nearly two weeks the whereabouts of Percy Wright of Pullman, avenue, has been unknown. About the first of the month he was missed by his family. As he failed to report for duty at the office of the Pullman Company's store-room, the reason for his continued absence became the topic of conversation among his friends and acquaintances.

Wright is Treasurer of Wilmington Tent, K. T. M. He has in his possession the funds of this organization. It is believed by his friends, however, that embezzlement is not the reason of his leave-taking.

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OCT 19, 1900.

New Car Equipment.

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The Northern Pacific is reported to be in the market for 20 passenger cars.

Reports state that the Hilo-Kohala Railroad of Hawaii is in the market for freight and passenger cars.

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The American Car & Foundry Company have an order for two passenger cars from the Arizona & New Mexico.

The New York New Haven & Hartford has placed an order with the American Car & Foundry Company for 400 coal cars.

Press dispatches state that the Laconia Car Company will build 128 freight cars for the Cincinnati Richmond & Muncie.

We are informed that the Pullman Company are building three passenger cars for the Memphis & Memphis.

It is announced that the American Car & Foundry Company have an order from the Florence & Cripple Creek for 125 box cars.

It is stated that the Pullman Company have submitted bids on a lot of gondola and box cars for the Pennsylvania railroad.

It is reported that the Delaware Lackawanna & Western has ordered 10 steel cars of the Sterlingworth Railway Supply Company at Canton.

It is reported that the St. Louis & San Francisco has placed the order for 100 box and 50 tonnage cars with the American Car & Foundry Company.

The Pressed Steel Car Company, it is announced, have received an order for 100 ballast cars of 10,000 pounds capacity from the Lake Shore & Michigan Southern.

The Southern Car & Foundry Company of Anneton, Ala., have just begun work on the order for 500 flat cars for the Southern Railway and they expect to complete the order in 60 days.

Three sleeping cars were added to the equipment of the Central of Georgia in the first of the year. Large expense was incurred in supplying the freight equipment with air brakes and automatic couplers.

The Chicago Burlington & Quincy has placed an order with the Henschel & Becker of Mannheim, Italy, for 200 ballast cars, of 80,000 pounds' capacity. They will be 40 feet long over end sills and will be equipped with Westinghouse brakes and Chicago couplers.

The order recently placed by the Pittsburg & Lake Erie with the American Car & Foundry Company calls for ten passenger coaches for April delivery. The specifications include standard wheels, Westinghouse brakes, National hollow brake-beams, Bulthrop 3-5 ten drawbar attachments, McCard journal boxes, Soule disintegrators, Hale & Kilburn seats, Pintelz jack stands and steel platforms.

The changes of the past year in the Louisville & Nashville's equipment list include the destruction of seven passenger cars and the purchase or building of four. In the freight list they were destroyed, transferred to the roadway department, one sold and 27 bought or built. Of the company's freight equipment 75 per cent is supplied with air brakes and 50 per cent with automatic couplers.

The order recently placed by the New York Central & Hudson River with the Pressed Steel Car Company calls for 25 ballast cars of 10,000 pounds' capacity, to be delivered in December. They will be 23 feet long, 9 feet 4 inches wide over end sills, and will have Fox wheel, pressed steel bolsters, Westinghouse brakes, National hollow brakebeams, Gould couplers, French springs and Magnus metal journal bearings.

The specifications for the 600 copper-bottom, self-clearing gondolas, recently ordered by the Pressed Steel Car Company by the Chesapeake & Ohio, call for cars 28 feet long, of 10,000 pounds' capacity, equipped with pressed steel trucks and bolsters of the Schenck pattern, Westinghouse bolsters, pressed steel brakebeams, Chicago steel couplers, Westinghouse friction draft gear, Ajax metal journal bearings and M. C. R. standard journal boxes.

THE PULLMAN COMPANY.

The report for the year ending July 31, 1900, was presented at the annual meeting this week. The business of the Wagner Palace Car Company was merged with that of Pullman's Pullman Car Company last year. For this reason no valuable comparison with previous reports of Pullman's Palace Car Company can be made. The reports of that corporation for the seven years prior to July 31, 1900, are given in detail in the last Investors' Manual issued by The Exchange. The report for the year ending July 31, 1900, shows as follows:

Total revenue of operating lines	\$12,612,654	\$10,072,538	
Total expense of operating lines	11,410,000	9,472,000	
Net revenue on cars disposed of on cars rebuilt and retained and on cars in service	1,600,184	1,600,184	
Proportion of net earnings of cars paid to stockholders	887,143	8,209,282	
Net earnings for year	9,622,436	9,278,282	
Surplus brought forward	90,110,001	90,110,001	
Dividends declared	5,519,279	5,519,279	
Surplus	9,103,157	9,103,157	
Capital stock	1,000,000	1,000,000	
Reserve fund	82,886,944	82,886,944	
Net earnings for the year, it will be seen, were up to 8.9 per cent on the outstanding capital stock. Gross earnings of the Pullman Company and of Pullman's Palace Car Company, years ending July 31, compare as follows:			
1900	\$15,022,088	1896	8,934,383
1900	11,428,000	1897	8,472,000
1900	10,742,000	1898	9,500,000
1900	9,071,288	1899	11,899,000

The statement of President Lincoln to the stockholders contained the following:

During the fiscal year contracts have been made continuing the operation of this company's cars upon the Southern Railway Company, Pennsylvania Railroad system, the Chicago, Burlington & Quincy Railroad Company, and the Standard Air Line. New contracts have been made with the Chesapeake, Potomac & Gulf Railroad Company, Illinois, Rochester & Pittsburgh Railway and the Washington County Railroad.

The number of passengers carried during the year was 4,026,884, and the number of miles run was 57,049,266. During the previous year the number of passengers carried was 4,000,884, and the number of miles run was 57,001,000. The year just ended, therefore, shows an increase of 26,000 in the number of passengers carried and about 48,000 in the number of miles run, largely due to the acquisition of a larger business on December 30, 1899.

The total mileage of railways covered by contracts for the operation of cars of this company is 10,263.

The value of the manufacturer's product of the car works of this company for the year was \$16,204,142, and of materials \$22,286,610, a total of \$38,490,752.

The average number of men on the payroll at Pullman for the year was 4,226 and wages paid \$8,872,348, making an average of \$21.23 for each man on the payroll.

The total number of persons in the employ of the company in its manufacturing and operating departments was 10,000, and the wages paid during the year were \$4,832,812. The number of employees for the previous year was 12,041, and the wages paid during the year were \$5,000,000.

The stock directors were selected, as follows: Marshall Field, J. W. Doane, O. S. A. Sprague, Henry C. Hubert, Henry R. Reed, Robert T. Lincoln, Norman B. Beam, William K. Vanderbill, J. Pierpont Morgan, Frederick W. Vanderbilt, W. Seward Webb.

The regular dividend of \$2 a share for the year was declared by the directors, payable November 15.

PULLMAN WIDOW FILES DEEDS.

Transfers Her Rights to Property to the Daughters.

Three deeds filed yesterday added to the daughter's share all the estate of the late George M. Pullman not otherwise disposed of according to the will of the decedent or included in the \$1,000,000 portions set apart for Mrs. Florence Pullman Lowden and Mrs. Harriet Pullman Carolan. By the will \$1,000,000 was to be set aside for the daughters and then other legacies were to be attended to. Where all other provisions had been complied with there remained properties of large value. Mrs. Harriet Sangler Pullman, the widow of the earl, gave a quitclaim deed to the Illinois Trust and Savings bank, as trustee under the will of Mr. Pullman, and to Norman B. Beam and Robert T. Lincoln, as executors, for the purpose of extinguishing her dower rights in these properties.

Revenue stamps affixed to one deed showed it represented an interest of \$100,000. It involved twelve pieces of south side property, as well as a ten-acre tract of the city.

The yearly statement of the Pullman company reflects the operations of the Pullman Car Company and embraces the operations of the Wagner for seven months:

Total revenue	\$10,000,000	\$11,428,000
Operating expenses	6,112,054	4,250,800
Balance	\$3,887,946	\$7,177,200
Dividends paid	5,519,279	5,519,279
Balance	\$7,211,627	\$6,158,221
Reserve fund	82,886,944	82,886,944
Balance	\$6,225,478	\$5,445,015
Dividends paid	5,104,758	3,149,250
Year's surplus	\$1,108,728	\$2,295,765
Surplus brought forward	3,792,188	1,466,728
Balance	\$4,900,916	\$3,762,493
Capital stock	1,000,000	1,000,000

CALUMNY RECORD

OCT. 20, 1900.

P. G. WRIGHT MISSING

WELL-KNOWN CITIZEN OF PULLMAN HAS NOT BEEN HEARD OF FOR OVER A WEEK.

Conflicting explanations offered for absence of Percy Wright, of Pullman, Tenn., of the Macabee Hotel. Core alderable Sum of Money Belonging to it.

For nearly two weeks the whereabouts of Percy Wright, of Pullman avenue, has been unknown. About the first of the month he was missed by his family. As he failed to report for duty at the office of the Pullman Company's store-room, the reason for his continued absence became the topic of conversation among his friends and acquaintances.

Wright is Treasurer of Wilmington Tenn. He has in his possession the funds of this organization. It is believed by his friends, however, that embezzlement is not the reason of his leave-taking.

He and his family remained for a short time at the home on Pullman avenue, but left for England this week.

As Mr. Wright is well and favorably known in Pullman, and has had, to all appearances, no difficulties of any kind, his continued disappearance is inexplicable.

New Car Equipment.

The Chicago Rock Island & Pacific are building 250 box cars at their shops.

It is reported that the Illinois Terminal is in the market for 500 coal cars.

rumors are current that the Texas Midland is in the market for 100 coal cars.

The Florida Central & Peninsular is reported to be in the market for 150 coal cars.

Reports state that the Chicago Milwaukee & St. Paul is in the market for 50 cars.

The Northern Pacific is reported to be in the market for 20 passenger cars for the Northern Pacific.

Reports state that the Illio-Kohala Railroad of Hawaii is in the market for freight and passenger cars.

The American Car & Foundry Company have received an order for 100 coal cars from a coal company.

We are informed that the Pullman Company are building eight passenger cars for the Northern Pacific.

The American Car & Foundry Company have an order for two passenger cars from the Arizona & New Mexico.

The New York New Haven & Hartford has placed an order with the American Car & Foundry Company for 100 coal cars.

Press dispatches state that the Laconia Car Company will build 125 freight cars for the Cincinnati Richmond & Muncie.

We are informed that the Pullman Company are building three passenger cars for the Memphis & Memphis.

It is announced that the American Car & Foundry Company have an order from the Florence & Tripple Creek for 125 box cars.

It is stated that the Pullman Company have submitted bids on a lot of gondola and box cars for the Pennsylvania railroad.

It is reported that the Delaware Lackawanna & Western has ordered 10 steel cars of the Sterlingworth Railway Supply Company, Easton, Pa.

It is reported that the St. Louis & San Francisco has placed the order for 100 box and 50 tonr cars with the American Car & Foundry Company.

The Pressed Steel Car Company, it is announced, have received an order for 100 ballast cars of 10,000 pounds' capacity from the Lake Shore & Michigan Southern.

The Southern Car & Foundry Company of Amston, Ark., have just begun work on the order for 200 flat cars for the Southern Railway and they expect to complete the order in 60 days.

Three sleeping cars were added to the equipment of the Central of Georgia in the fiscal year just ended. Large expense was incurred in supplying the freight equipment with air brakes and automatic couplers.

The Chicago Burlington & Quincy has placed an order with the Illinois Central & Barker Bros. of Chicago, Ill., for 200 ballast cars, of 80,000 pounds' capacity. They will be 10 feet long over end sills and will be equipped with Westinghouse-brakes and Chicago couplers.

The order recently placed by the Pittsburg & Lake Erie with the American Car & Foundry Company calls for ten passenger coaches for April delivery. The specifications include Standard wheelsets, Westinghouse brakes built of the company's beams, Bullock 5-ton drawer attachments, McCard journal boxes, Soudé designs, Hale & Kilburn seats, Pintor gear boxes, and standard platforms.

The changes of the past year in the Louisville & Nashville's equipment list include the destruction of seven passenger cars and the purchase or building of four. In the freight list were destroyed 100 cars, pressed steel bolsters, Westinghouse brakes, National hollow brakebeams, McCard journal boxes, Ajax metal journal bearings and M. C. B. standard journal boxes.

The order recently placed by the New York Central & Hudson River with the Pressed Steel Car Company calls for 25 ballast cars of 10,000 pounds' capacity, to be delivered in December. They will be 26 feet long, 2 feet 4 inches wide over end sills, and will have 100,000 lbs. capacity, Westinghouse wheelsets, National hollow brakebeams, McCard journal boxes, French springs and Murgins metal journal bearings.

The specifications for the car hopper-bottom, self-clearing gondolas, recently ordered by the Pressed Steel Car Company by the Chesapeake & Ohio, call for cars 28 feet long, 60,000 pounds' capacity, equipped with pressed steel trucks and bolsters of the Schenck car. Westinghouse brakes, Westinghouse steel brakebeams, Chicago steel couplers, Westinghouse friction draft gear, Ajax metal journal bearings and M. C. B. standard journal boxes.

The report of the Pullman company for the year ended July 31, 1900, as submitted to the stockholders of the corporation at their annual meeting, is as follows:

Total revenues.....	\$11,022,858
Depreciation on cars disposed of as wear and tear.....	1,611,764
Depreciation on cars in general.....	1,989,183
Proportion of interest on bonds.....	567,542
Net earnings.....	6,853,338
Surplus brought forward.....	4,525,474
Dividends declared.....	1,710,716
Surplus.....	4,840,044
Total assets.....	10,680,044
Net assets.....	10,680,044

Gross earnings for the year were \$11,625,850, while this year, with the surplus at the end of last year was \$12,256,465, as against \$11,855,944 this year.

The number of passengers carried during the year was 7,222,874, and the number of miles run was 274,666,488. During the previous year the number of passengers carried was 6,825,838 and the number of miles run was 259,631,905. The year just ended, therefore, shows an increase of about 25 per cent in the number of passengers carried and about 12 per cent in the number of miles run, largely due to the acquisition of the Wagner business Dec. 29, 1899.

The total mileage of railroads covered by contracts for the operation of the cars of the company is 154,506.

The value of manufactured product of the car works of the company for the year was \$16,704,114.7, and of rentals \$223,183.2, a total of \$16,927,297.98, against \$15,028,253.82 for the previous year. The average number of names on the pay rolls at Pullman for the year was 4,254, and wages paid \$3,281,291.85, making an average of \$22.23 for each person employed.

The total number of persons in the employ of the company in its manufacturing and operating departments was 16,665 and the wages paid during the year \$9,483,132.95. The number of employes for the previous year was 15,600.

Firm is cut in

As Their Forgers-Proof.

It appears that many of the general passenger agents are not enthusiastic over the idea of giving the Ohio paper company a monopoly of the work of furnishing safety paper. They are of the opinion that as yet no paper has been produced that will be absolutely forgers-proof and that the produce of the Ohio concerns is no more perfect than that of other safety-paper companies. The printing companies desire to be in a position to buy safety paper from where they please, so long as it comes up to the railway requirement. Many of the general passenger agents favor the stand of the printing companies.

The fight has only just begun, it is said, and interesting developments regarding the matter are looked for. Ticket-printing contracts for railroads are big and profitable and there is much competition for the work.

Notes

Senior agent of the Milwaukee and St. Paul system, has sent a unique letter to all his friends regarding the termination of his services with the big western road.

Many of the general passenger agents systems terminating in Chicago who went to Buffalo to attend the convention of the American Association of General Passenger Agents will return today. It was the most liberally attended convention yet and a new business was transacted than ever before.

The first of the cheap-rate settlers' excursions from Chicago to the northwest was liberally patronized. From St. Paul to Minneapolis hundreds took advantage of the low fares to go to the far west. It is the opinion of the railroad officers that this winter will stimulate considerable business that would not have been otherwise. General passenger travel in the trans-Missouri river country gets very light about this time every fall and continues so until early summer.

FIRM IS CUT BY RAILROADS

Passenger Agents Revoke a License to Print Tickets.

Lines Demand That Nothing but a Certain Kind of Paper Be Used.

Winter Tourist Excursions Are Now Being Arranged.

Cheap Rates to the Northwest Including Much Passenger Traffic.

A fight is on among the general passenger agents of the railroads of the country, the makers of what is known as safety paper and the printers of tickets. The trouble has been brewing for several years and reached a head at last Tuesday's session of the convention of the American Association of General Passenger and Ticket Agents in Buffalo, when it was voted to rescind the license given the American Bank Note Company of New York, which authorized that concern to print railroad tickets.

At a previous convention of these officers it was voted that nothing but safety paper should be used in printing tickets. It was further agreed that no tickets would be accepted from printing companies unless they were printed on safety paper made by a certain firm in Ohio. Immediately this was agreed upon there came a howl of protest



H. C. TOWNSEND.

President of General Passenger and Ticket Agents' Association.

From the various printing companies of the country against what they termed a monopoly in favor of the Ohio firm.

Ask a Guaranty Bond.

With the resolution of the passenger agents went a further provision that every printing company engaged in the work of making tickets should furnish a guaranty bond to insure the printing of all forms of the big eastern systems, declined to furnish the bulk of the tickets used on the railroads of the United States are printed by Chicago houses.

A majority of these furnished the required bond. The American Bank Note Company of New York, which prints tickets for many of the big eastern systems, declined to furnish such security. Though it agreed to sign an individual guaranty. This was not satisfactory to the general passenger agents and the license given the company to print railroad tickets was revoked.

Winter Excursions Are Being Planned on All the Larger Roads.

As the winter months approach the railroads operating between New York, Boston and the east and California points are preparing to establish additional through excursion excursions to be run at regular intervals until spring.

Officers of the Rock Island road announce that they will improve their through Boston-Los Angeles tourist service by the addition of another personally conducted excursion to depart from Boston every Monday and from Chicago every Tuesday evening, the cars running through to Los Angeles, Cal., without change. In connection with this train there will be through connections from St. Paul and Kansas City.

The new service will be operated via Colorado Springs, Col., and Salt Lake City, Utah. A corresponding east-bound service will be established, the cars to leave Los Angeles every Wednesday and San Francisco every Thursday, arriving in Chicago Mondays and Boston Tuesdays.

ST. PAUL ROAD ENLARGES.

Negotiations Are Closed for Purchase on All the Larger Lines.

MILWAUKEE, Wis., Oct. 18.—The Chicago, Milwaukee and St. Paul railway today closed negotiations for the purchase of the Milwaukee and Superior road, a line two hundred miles long, running from Granville to North Lake. The Milwaukee and Superior holds a charter entitling it to build a line to North Lake. The road was built in 1898 and was originally owned by the Milwaukee, Racine and Falls and Western, the railroad being incorporated under its present name. The road is bonded for \$100,000, the bond being held by Daniel Weiss, Jr., of Milwaukee.

PROMOTION FOR CHICAGOAN.

Former Resident of This City Given a High Position.

[Special Telegram.]

EL PASO, TEX., Oct. 18.—George O. Perkins, formerly manager of the United States of Chicago and for the past three years manager of the Postal Telegraph Company's office in El Paso, has been appointed superintendent of telegraph of the Mexican Central railway, with headquarters at the City of Mexico. The appointment of Mr. Perkins is in the nature of a very high promotion.

INDIANA GETS \$745,164.65.

Indianapolis Judge Gives Decision in \$5,000,000 Suit Against Vandalias.

INDIANAPOLIS, Ind., Oct. 18.—Judge Carter of the state court today handed down his opinion in the suit by the state of Indiana to recover nearly \$5,000,000 from the Vandalias railroad. He holds that the state is entitled to recover \$745,164.65, instead of nearly four times that sum, which was demanded.

PAYS OUT LAST DIVIDEND.

Master in Chancery to Union Pacific Receivership Closes Work.

MINNEAPOLIS, Minn., Oct. 18.—Howard Abbott, special master in chancery to the Union Pacific receivership, has paid out the

last dividend to the unsecured creditors, and practically closed up the receivership. The total claims amounted to \$10,000,000, of which \$1,000,000 was approved and allowed. The total claims amounted to \$10,000,000, of which \$1,000,000 was approved and allowed. The total claims amounted to \$10,000,000, of which \$1,000,000 was approved and allowed.

NOTES OF THE RAILROADS.

Events of Interest on Greater Systems Throughout the Country.

A cheap-rate excursion will be run to Chicago over the route from Odell, Ill., to Chicago, and Intermediate to Chicago, Ill., on the biggest locomotive orders of the Chicago line is one just let by the Burlington company for thirty freight engines for the Burlington. The Union Pacific has also contracted for thirty engines. Both orders are given to a Philadelphia firm.

The report of the Pullman company for the year ended July 31, 1900, as submitted to the stockholders of the corporation at their annual meeting, is as follows:

Total revenue of operations.....	\$15,222,838
Depreciation on cars disposed of, new cars bought and repaired.....	1,712,255
Expenses in general.....	1,799,183
Dividends on stock.....	1,000,000
Unappropriated interests.....	587,840
Net earnings.....	\$8,932,565
Surplus brought forward.....	2,207,116
Surplus declared.....	1,200,000
Surplus.....	4,939,681
Capital stock.....	10,000,000
Reserve fund.....	1,000,000
Gross earnings.....	\$8,932,565

Gross earnings for the year were \$11,672,560, while this year, with the Wagner company included, they are \$15,222,838. The surplus at the end of last year was \$2,207,116, as against \$4,939,681 this year.

The number of passengers carried during the year was 7,222,373, and the number of miles run was 274,066,488. During the previous year the number of passengers carried was 6,075,818 and the number of miles run was 219,041,905. The year just ended, therefore, shows an increase of about 23 per cent in the number of passengers carried and about 25 per cent in the number of miles run, largely due to the acquisition of the Wagner business Dec. 29, 1899.

The total mileage of railways covered by contracts for the operation of the cars of the company is 158,595.

The value of manufactured product of the car works of the company for the year was \$16,704,111.47, and of rentals \$22,125.61, a total of \$16,726,237.08, against \$15,929,257.32 for the previous year. The average number of names on the pay rolls at Pullman for the year was 6,235, and wages paid \$3,822,291.98, making an average of \$612.25 for each person employed.

The total number of persons in the employ of the company in its manufacturing and operating departments was 16,402 and the wages paid during the year \$8,483,132.95. The number of employes for the previous year was 15,400.

Firm is cut in

No Paper Forgery-Proof.

It appears that many of the general passenger agents are not enthusiastic over the idea of giving the Ohio paper company a monopoly of the work of furnishing safety paper. They are of the opinion that as yet no paper has been produced that will be absolutely forgery-proof and that the produce of the Ohio concerns is no more perfect than that of other safety-paper companies. The printing companies desire to be in a position to buy safety paper from where they please, so long as it comes up to the railway requirement. Many of the general passenger agents favor the stand of the printing companies.

The fight has only just begun, it is said, and interesting developments regarding the matter are looked for. Ticket-printing contracts for railroads are big and profitable and there is much competition for the work.

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Lines Demand That Nothing but a Certain Kind of Paper Be Used.

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Cheap Rates to the Northwest Inducing Much Passenger Traffic.

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H. C. TOWNSEND.
President of General Passenger and Ticket Agents' Association.

from the various printing companies of the country against what they termed a monopoly in favor of the Ohio firm.

Ask a Guaranty Bond.

With the resolution of the passenger agents went a further provision that every printing company engaged in the work of making tickets should furnish in the work of transportation on the specified safety paper the bulk of the tickets used on the railroads of the United States are printed by Chicago houses.

A majority of these furnished the required bond. The American Bank Note Company of New York, which prints tickets for many of the big eastern systems, declined to furnish such security, though it agreed to sign an individual guaranty. This was not satisfactory to the general passenger agents and the license given the company to print railroad tickets was revoked.

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As the winter months approach the railroads operating between New York, Boston and the east and California points are preparing to establish additional excursions, the curliest excursions to be run at regular intervals until spring.

Officers of the Rock Island road announce that they will improve their through Boston-Los Angeles tourist service by the addition of another person, conducted excursions to depart from Boston every Monday and from Chicago every Tuesday evening, the curliest running through to Los Angeles, Cal., without change. In connection with this train there will be through connections from St. Paul and Kansas City.

The new service will be operated via Colorado Springs, Col., and Salt Lake City, Utah. A corresponding east-bound service will be established, the cars to leave Los Angeles every Wednesday and San Francisco every Thursday, arriving in Chicago Mondays and Boston Tuesdays.

ST. PAUL ROAD ENLARGES.

Negotiations Are Closed for Purchase of Small Lines.

MILWAUKEE, Wis., Oct. 18.—The Chicago and St. Paul railway today closed negotiations for the purchase of the Milwaukee and Superior road, a line with a mile long, running from Granville to North Lake. The Milwaukee and Superior holds a charter to build a line to said city from the river. The road was built in 1858 and was originally known as the Milwaukee, Menominee Falls and Western, the railroad being incorporated under its present name. The road is bonded for \$100,000, the bonds being held by Daniel Wells, Jr., of Milwaukee.

PROMOTION FOR CHICAGOAN.

Former Resident of This City Given a High Position.

[Special Telegram.]
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PAYS OUT LAST DIVIDEND.

Master in Chancery to Close Pacific Receivership Union Work.

MINNEAPOLIS, Minn., Oct. 18.—Howard Abbott, special master in chancery to the Union Pacific receivership, has paid out the

last dividend to the unsecured creditors, and practically closed up the receivership. The last dividend amounted to \$100,000. The total claims approved and allowed footed up to \$4,326,518, and the amount paid from other sources was \$2,482,425. Another dividend, amounting to an even a per cent, or \$45,028, was paid about a year ago.

NOTES OF THE RAILROADS.

Events of Interest on Greater Systems Throughout the Conner.

A cheap-rate excursion will be run to Chicago over the Alton Saturday from Ogdell, Woodhouse and intermediate points. One of the biggest locomotive orders of the year has been received, the first lot by the Burlington company for thirty engines for the Burlington. The Union Pacific has also contracted for thirty freight cars. Both orders are given to a Philadelphia firm. H. H. Bradford

22
OCT. 23, 1900.

PULLMAN DENIES A MARRIAGE.

Mrs. Bryan Is Not His Wife, but the Termites She Is.

NEW YORK, Oct. 22.—George M. Pullman of Chicago, whose reported marriage to Mrs. Louise Bowers and details thereof have frequently been printed, yesterday made a statement in which he declared in positive terms that he has married Mrs. Bowers. "I have heretofore declined to say anything concerning this matter," said Mr. Pullman, "but I now wish to state that she and I have never been married, and she has no right whatever to use my name and pose as my wife, as she is now doing. My wife, who was Miss Lynn Fernald of Chicago, is at present in that city. We have never been divorced and for that reason I could not, of course, have married Mrs. Bowers without committing bigamy. This I have not done and Mrs. Bowers knows it, no matter what she may say."

Mrs. Bowers, who is a remarkably attractive and self-possessed young woman, said when told of Mr. Pullman's statement: "Mr. Pullman and I lived at the Hotel Grand at Mr. and Mrs. George M. Pullman, although we occupied separate apartments. He introduced me to many persons as his wife. More than this, I have in my possession documentary proof that he regarded me as his wife and when the proper time arrives I shall produce it."

"He took me away from my parents' home two years ago and brought me to New York. I shall not permit him to put me aside at his pleasure. He rented an apartment for me there when I was in the place. On one or two occasions when I was out of the city and go there for a day or two, I believe. We have known each other since we were children and have been engaged twice."

"Bigamy? Yes, I claim that I am Mr. Pullman's wife, but if I have committed bigamy the blame on my shoulders. He will discover that he will be compelled to bear his own share of it. He not only did not support me, but he never gave me as much as a cent, either. I have always received an allowance from my father."

Record.

OCT. 23 1900.

EXAMINE F. S. WRIGHT'S BOOKS.

Treasurer of a Secret Society Disappears—Is Thought to Be in Boston.

Funds for the races and a willingness to stand "pat" on poor poker hands are said to be the causes of the disappearance of F. S. Wright, 31 Pullman avenue, Pullman, of the funds of Wilmington state, manager of the funds of Wilmington state, dance keeper. He is supposed to be in Boston.

Local officials of the lodge, which holds its meetings in Kensington, received notice a few days ago from the great contempt of Illinois that Wilmington had been assigned an investigation of the books and accounts of the committee having the work in charge established. It is said that a shortage of between \$600 and \$800 exists. The belief of the investigating committee is that the money was taken by Wright and did not leave till the disclosure was discoverable.

Wright, who is 45 years old and married, was a wife and two children and a son-in-law. He was employed by the Pullman Car Company.

Record.

OCT. 24 1900.

WHITE BLANKETS FOR SLEEPERS

Dr. J. N. Hurly Advocates Them Before Public Health Association.

Special to The Chicago Record.

Indianapolis, Ind., Oct. 23.—The American Public Health association held its first regular session this forenoon. Dr. Peter H. Bryce of Ontario, Canada, president of the association, calling the meeting to order. Among the persons admitted to membership in the association to-day are Dr. Alice E. Stockham and Ernest E. Irons of Chicago. A paper on "Car Sanitation" Dr. J. N. Hurly, secretary of the Indiana state board of health, advocated the use of white blankets in all sleeping cars. The white blanket, he said, would tell his own story. One of the most important papers of the day was that of Dr. Alvah H. Doty, health officer of New York city, on "Quarantine Methods of the bubonic plague to this country. He doubted that rats and vermin carried the plague. At the evening session ex-President Harrison briefly addressed the convention. Among other things he said:

"What remarkable strides have been made in the science of promoting and bettering human life. What a lot of things we used to bust brains for. What a lot of things we used to bust brains for. When I was in New York last week there was a discussion going on against the advisability of allowing a porter to dust one off in the sleeping car. It is a startling and unpleasant thing that our country has the happy hunting ground of millions of wrinkled little germs."

YOUTHS IN FRANKFORT'S JAIL

OCT. 24 1900.

PROSPERITY AT PULLMAN.

Four years ago Mr. Bryan was about the country telling the workmen that unless he were elected wages would fall still lower and there would be nothing but hard times and suffering. Three or four years ago the republican administration have made Bryan's prophecies appear ludicrous. Now he is going about the country trying to persuade the workmen that they are not really prosperous, but only imagine that they are. Still, he takes care not to quote any comparative figures on the subject. If he were speaking the truth it would be easy for him to give official figures from the annual reports of manufacturers comparing the wage scales and pay rolls of 1896 with those of 1900. But these all give the lie to his assertions, so he leaves statistics severely alone.

A fair example of the good change that has come to the industries of the country may be seen at the Pullman car shops in this city. If Mr. Bryan wished to get at the facts he could easily secure the published reports of the Pullman company for the business years ending on July 31, 1896, and July 31, 1900, and compare the pay rolls of those two typical years. In 1896 the Pullman company had employed in its shops 4,508 persons, including men and boys. To these it paid a total of \$2,418,100, or an average annual wage of \$536. In 1900 it has an average of 6,258 persons of all kinds on its shop pay rolls, to whom it has paid a total of \$3,832,201, or an average wage of \$612. This includes apprentices and unskilled labor (the proportion of which is larger) as well as the skilled men. Each man or boy is getting an average of \$70 more than in 1896, and these larger wages are being paid to 1,750 more persons than were employed at that time. Does Mr. Bryan think that the men with this money jingling in their pockets will believe him when he tells them they ought to change heck to a Democratic administration?

During the year ending on July 31, 1896, the output of the Pullman car works was valued at \$6,077,480, as against \$14,024,717 in the year ending with July, 1900. Counting in the product of the St. Louis, Wilmington, and Buffalo shops, the Pullman company's total output for 1896 was \$6,052,552, as against \$16,704,111 in 1900.

In other words, this company is now turning out between two and three times as much work as it did four years ago. Not only is it employing many hundreds of extra men at increased wages to do this work but the cars it sends forth also mean equipment and good wages to thousands of railroad and street car men all over the country. The company could not sell its cars and other products if the nation were not prosperous, nor could it employ so many men at better wages if Bryan's gloomy and insincere statements had their truth in them.

The men who build cars at Pullman are not ignorant or thoughtless persons. They are to a great extent skilled workmen who know how to use their brains as well as their hands. If a campaign speaker tells them they are not prosperous and their pockets tell them they are they will believe the solid evidence and disregard the demagogue. The American artisan is admitted to be the most intelligent workman in the world. He knows how hard it was to get work at any wages four years ago and he knows he is getting steady work and a comfortable income now. He knows he will continue to prosper if McKinley is re-elected and that Bryan's election would throw everything topsy-turvy. This is why an enormous majority of the workmen will vote for McKinley of the workmen.

CHRONICAL.

Record.

Oct. 24 1900.

22.
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PULLMAN DENIES A MARRIAGE.

says Mrs. Bowers Is Not His Wife, but She Perseals She Is.

(Special Telegram.)
New York, Oct. 23.—George M. Pullman of Chicago, whose reported marriage to Mrs. Louise Bowers and details thereof have frequently been printed, yesterday made a statement in which he declared in positive terms that he has not married Mrs. Bowers. "I have heretofore declined to say anything concerning this matter," said Mr. Pullman, "but I now wish to state that she and I have never been married, and she has no right whatever to use my name and pose as my wife, as she is now doing. My wife, who was Miss Lynn Ferrais of Chicago, is at present in that city. We have never been divorced and for that reason I could not, of course, have married Mrs. Bowers without committing bigamy. This I have not done and Mrs. Bowers knows it, no matter what she may say."
Mrs. Bowers, who is a remarkably attractive and self-possessed young woman, said when told of Mr. Pullman's statement: "Mr. Pullman and I lived at the Hotel Gerard and Mr. and Mrs. George M. Pullman, as we were occupied separate apartments. He introduced me to many persons as his wife, and more than this, I have in my possession documentary proof that he regards me as his wife and with the proper time and place I shall produce it."
"He took me away from my parents' home in Chicago and brought me to New York. I shall not permit him to put me aside at his pleasure. He rented an apartment for me in West Forty-ninth street, but he was never there when I was in the place. On one or two occasions when I was out of town, he did go there for a day or two, I believe. We have known each other since we were children and have been engaged twice."
"Bigamy? Yes, I claim that I am Mr. Pullman's wife, but if I have committed bigamy man's wife, but if I have committed bigamy man's wife, he must not think he can put all the blame on my shoulders. He will discover that he will be compelled to bear his own share of it. He not only did not support me, but he never gave me as much as I needed together. I have always received an allowance from my father."

Record.

Oct. 23 1900.

EXAMINE F. S. WRIGHT'S BOOKS.

Treasurer of a Secret Society Disappears—Is Thought to Be in Boston.

Fondness for the races and a willingness to stand "pat" on poor poker hands are said to be the causes of the disappearance of F. S. Wright, 31 Pullman avenue, Pullman, W. Wright charged the books and management of the funds of Wilmington state Knights of the Maccabees, of which he was finance keeper. He is supposed to be in Boston.

Local officials of the lodge, which holds its meetings in Kensington, received notice a few days ago from the great tent of Illinois that Wilmington had been summoned for failure to pay dues. Then commenced an investigation the books and the committee having the work in charge has established, it is said, that a shortage of between \$600 and \$800 exists.
The head of the investigating committee is that the money was taken by Wright and did not leave till some time ago, and that he is unable to give disclosure was available.

Wright, who is 45 years old and married, leaves a wife and two children in that city. He was employed by Pullman Car company.

WHITE BLANKETS FOR SLEEPERS

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"What remarkable strides there have been made in the science of propagating and bettering human life. When I was a boy we used to heat human beings in large things, but you go after the things in little microbes you heat things which I was in New York last week there was a discussion going on against the advisability of allowing a porter to shut one off in the sleeping car. It is a startling and surprising thing that our country is so happy and so good ground of millions of wicked little animals."

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**PACIFIC MAIL
IN NEW HANDS.**

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San Francisco, Cal., Oct. 24.—[Special].—The news of the big deal in Pacific Mail securities, whereby the syndicate headed by E. H. Harriman and W. K. Vanderbilt is credited with having secured control of the Steamship company, was received in local railroad circles today with considerable degree of surprise. People who have watched the heavy dealing in Pacific Mail stock in New York during the last ten days have been anxiously awaiting some announcement in explanation of it all, but the announcement that control of the company has passed from the Huntington interests to Vanderbilt was quite unexpected, and is not accepted by well-informed railroad men as being entirely correct.

The announcement from New York that the Pacific Mail is to become the link in the through transportation system from New York to the Orient controlled outright by Vanderbilt interests, and will cease to be an exclusive ocean connection of the Southern Pacific, is regarded as fiction.

If the Harriman-Vanderbilt syndicate has secured control of the company, to accept regular views of well-informed railroad officials, the only effect of the deal will be to secure for the Vanderbilts lines east of Oregon the profitable Atlantic traffic, which is now shared, to greater or less extent, by all transcontinental and Eastern lines.

How far a surmise this may go, it is said, Pacific Mail will continue on the uninterrupted tenor of its way, in close connection of the Southern Pacific, though possibly with some changes of management.

Officials Discredit Report.
New York, Oct. 24.—Charles H. Tweed, Vice President of the Southern Pacific railroad company, who is closely identified with the interests of the estate of the late Collis P. Huntington, was asked today regarding the report that E. H. Harriman had succeeded in securing a controlling interest in the Pacific Mail Steamship company. Mr. Tweed said: "I know nothing of it other than what I have read in the papers. Of course I do not know what Mr. Harriman may have in his strong box, but I know of no transaction which would tend to corroborate the report."

Edwin Hawley, a director of the Southern Pacific company and the Pacific Mail company, who, it was suggested, would be the new president of the latter company, said there was no truth in the story. Other officials of both companies were equally positive in their denials that there was any foundation for the talk of control having passed to new interests, or that such a development was possible.

E. H. Harriman was in the city yesterday and was in conference nearly all day with John W. Gates of the American Steel and Wire company.

Harriman Talks of Change.

RAILWAY EXTENDS PENSIONS.

Pennsylvania Company Decides to Apply System to All Lines West of Pittsburgh.

Philadelphia, Pa., Oct. 24.—[Special].—The Board of Directors of the Pennsylvania company today held a meeting in the city and besides transacting the regular routine business it was agreed that a pension plan similar to that now in force on the Pennsylvania railroad shall be put into effect on all lines west of Pittsburgh on January 1, 1901. This action was somewhat of a surprise. On the lines west of Pittsburgh there are about 35,000 men employed, and out of this number over 15,000 are members of the Pennsylvania company employees' relief fund. While all employees who have been in the service of the company for thirty years or more and have reached the age of 70 years will be placed on the pension list, they will not, as in the case of the Pennsylvania railroad company service, derive any compensation from the relief fund, since there is no surplus or superannuated fund.

Those who are entitled to go on the pension list will receive for each year of service 1 per centum of the regular monthly pay for the ten years preceding retirement. Pension allowances are made monthly and shall terminate at the death of the beneficiary.

After Jan. 1 no person will be taken into the service of the Pennsylvania company who is over 35 years of age except with the approval of the Board of Directors.

NICKEL PLATE HAS A PROFIT.

Five Per Cent Dividend on First Preferred Assured—Gossip of Railroad World.

An official of the Nickel Plate gives assurance that a dividend of 5 per cent on first preferred issue is assured for this year. This issue is entitled to 3 per cent and the total amount outstanding is \$3,000,000. A disbursement of 5 per cent was paid last March out of the earnings of the year 1900. The surplus applicable to dividends in that period was \$28,044, or an excess of \$25,044 over the distribution. The surplus over

fixed charges for the six months of the current year increased \$65,348, so that in the present six months the earnings are as large as last year.

Earnings of the Milwaukee and St. Paul for the third week of October were \$22,343, a decrease from the corresponding week last year of \$21,600.

Weekly earnings for the third week of October were \$31,067, an increase over the corresponding week last year of \$18,868.

Other Railroad Matters.

There is considerable surprise among Eastern freight agents at the announcement that the west-bound business of the Bigelow-Cooper company and Mandel Bros. of Chicago, which was recently acquired by the Lackawanna and Lake Shore roads, has gone back to the New York Central fast freight lines and the Lake Shore, by which route this business was moved until the Lackawanna got it. It was asserted at the time that the Lackawanna should the rates.

Albert P. Chapman, who for a number of years has been in charge of the passenger department of the Milwaukee and St. Paul at Milwaukee, has been appointed city ticket agent at Chicago and will assume the duties of his new position on Nov. 1.

James C. Chapman, chairman of the new Transcontinental Passenger association, has appointed E. L. Bevington secretary of the association.

NEW WORKERS LEAVE CHICAGO

WIRE COMPANY CUTS WAGES.

American Steel and Wire Mill at Worcester, Mass., Posts Notice of Reduction.

Worcester, Mass., Oct. 24.—[Special].—Notices posted by the American Steel and Wire company announce a reduction of 7½ per cent in the wages paid to hundreds of its workmen in this city. The cut down goes into effect on Nov. 1.

The notice was issued, it is said, from the Chicago office of the company. A general cut-down of wages is predicted to affect the thousands of workmen employed by the trust.

The average daily wages of the men is less than \$4.

TO ADDRESS RAILWAY MEN.

Sensors Hanna and Spooner Will Speak Tomorrow Night at Mass-Meeting in Auditorium.

A mass-meeting of railway employes will be held at the Auditorium tomorrow night, instead of tonight, as has been announced. Addresses will be made by Senator John C. Spooner and Senator Hanna. W. J. Prindle, general yardmaster of the "Baraboo," will act as temporary chairman, and Lot Brown, agent of the "Burlington," will be permanent chairman.

The meeting will be held on the same floor front if the Auditorium is closed. Senator Hanna will also address this meeting. After the Auditorium meeting an elaborate display of fireworks will be given on the roof. The railroad men intend to make this one of the greatest Republican demonstrations of the campaign.

Messages of the telegraphers will take place at Parlor L. 38, Great Northern Hotel, this evening at 8 o'clock, for the purpose of completing arrangements to attend the meeting, also to make final arrangements for the Industrial sound money parade on Saturday.

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Receivship Case of Guardian Trust Company of Kansas City Postponed by Mutual Consent.

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The election of eight new directors and the selection of officers, which were to have taken place today, have been postponed indefinitely because of the temporary injunction granted yesterday by Judge Phillips. The plan was to elect directors friendly to A. E. Stilwell, to reelect him President of the company. The present Board of Directors, however, is friendly to Mr. Stilwell, and the company still stands as the trustee and financial sponsor of the Kansas City, Mexico and Orient railway.

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If the case had gone to trial the attorneys for the trust company were armed with proxies of stockholders amounting to \$1,500,000, which would have been cast for Stilwell at the election. This proxies held by the Gates element amounted to only \$300,000. The directors and attorneys of the company consulted with Mr. Stilwell this afternoon, and it will be prepared to meet the contentions of Gates and other stockholders that they were denied into buying stock in the company and that its affairs are mismanaged.

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TRIBUNE.

25
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In connection with the report that E. H. Harriman and W. K. Vanderbilt have obtained control of the Pacific Mail Steamship company it is stated that many innovations and improvements in the Pacific Mail service will be made. Under the new system of management, it is claimed, freight will be shipped from New York to China or Japan under one bill of lading.

Western railroad managers hope the report is true, as it would prevent the Southern Pacific from further diverting business via that line from the all-rail lines via Chicago and St. Louis.

Mr. Harriman and Mr. Vanderbilt are credited with having bought the stock largely in the open market after having obtained a block at a private sale from a representative of the Huntington estate.

Denies Alton Consolidation.

Mr. Harriman took occasion to deny the report that the Kansas City Southern (formerly Kansas City and Gulf) road would be amalgamated with the Chicago and Alton.

It is generally understood that Mr. Harriman came here to consult with John W. Gates regarding the transfer of the stock held by Mr. Gates in the Kansas City Southern to the Harriman syndicate.

The report that the road would be amalgamated with the Alton is not generally believed. Mr. Harriman, it is said, has decided that the independent organizations of the Alton and Kansas City Southern must be maintained for an indefinite period, but that the two roads be more closely allied by having the Alton assume the fixed charges of the Kansas City Southern road.

The Union Pacific and Missouri, Kansas and Texas roads, which are members of the Harriman-Alton syndicate, are said to have objected to the consolidation of the Chicago and Alton and Kansas City Southern, as they are competing directly with the latter road.

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Mr. Harriman took occasion to deny the report that the Kansas City Southern (formerly Kansas City and Gulf) road would be amalgamated with the Chicago and Alton.

It is generally understood that Mr. Harriman came here to consult with John W. Gates regarding the transfer of the stock held by Mr. Gates in the Kansas City Southern to the Harriman syndicate.

The report that the road would be amalgamated with the Alton is not generally believed. Mr. Harriman, it is said, has decided that the independent organizations of the Alton and Kansas City Southern must be maintained for an indefinite period, but that the two roads be more closely allied by having the Alton assume the fixed charges of the Kansas City Southern road.

The Union Pacific and Missouri, Kansas and Texas roads, which are members of the Harriman-Alton syndicate, are said to have objected to the consolidation of the Chicago and Alton and Kansas City Southern, as they are competing directly with the latter road.

Ser. 07 Vol. 2

Page 229 frag.

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telegraphed from New York that the control of the Pacific Mail Steamship company had been secured by a syndicate headed by himself and W. K. Vanderbilt. He stated emphatically, however, that he would not be President nor hold any other official position with the Pacific Mail Steamship company. He left for the East last evening.

In connection with the report that E. H. Harriman and W. K. Vanderbilt have obtained control of the Pacific Mail Steamship company it is stated that many innovations and improvements in the Pacific Mail service will be made. Under the new system of management, it is claimed, freight will be shipped from New York to China or Japan under one bill of lading.

Western railroad managers hope the report is true, as it would prevent the Southern Pacific from further diverting business via that line from the all-rail lines via Chicago and St. Louis.

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Oct. 23 1900.

ALTON PEOPLE ACTIVE.

CONFERENCES OF THE BIG MEN.

Mr. Harriman said to have Enlisted Commanding Money Powers of Chicago for the Alton Stocks Increase Strength.

Activity and mystery were the principal features of Alton circles yesterday. Mr. E. H. Harriman was in consultation with the management of the road in the morning and in the afternoon he was closeted with Mr. Mitchell and others interested in the Alton and Kansas City Southern roads, but it was announced late in the afternoon that the negotiations in hand had not reached a point where it was possible to give out any details.

Coincident with the conferences in this city it was noted that Alton stocks and bonds and the Kansas City Southern's were in demand. The closing bid and asked prices on the Alton issues followed: Common, 90 1/4 @ 92; preferred, 85 1/2 @ 87; S. 87 1/2 @ 88; collateral trust 3 1/2, 80 1/2 @ 82. The common went as high as 31 on actual transactions, and it was asserted in competent circles that the stocks were earning at a rate sufficient to warrant buying at least to the present level of Mobile & Ohio, which is close to 41. The assertion was decidedly made that Alton common would soon be offered a duplicate of the remarkable advance in Baltimore & Ohio common.

In connection with the Alton deal it is asserted that Mr. Harriman has secured an option on the Kansas City Southern holdings of John W. Gates and other syndicates including himself, Kuhn, Loeb & Co., Norman B. Heam, Marshall Field, John J. Mitchell and others of that school of practical financiers would acquire absolute control of the road if the investigation now in progress showed it was in the desired condition.

Intimated that the plan in hand contemplates also control of the principal real property whereby the Alton and the Kansas Southern will gain connections with Union Pacific and with the Baltimore & Ohio, giving a system of transcontinental race and a short line to the Gulf ports.

It is credible authority for the assertion that the Harriman plan contemplates the guaranty by the Alton of Southern's fixed charges and the independent operation of Kansas City Southern until it can be made to pay for itself. This course is said to be necessary to protect some advantageous conditions which have been made between it and other roads competing with the Alton. It is understood that the new securities of the Alton will be distributed Friday. Estimates of what they will realize for the subscribers varies from 110 to 115, and the subscription was closed yesterday as high as 115 asked, and the closing bidding was 107 1/2.

of rates and the establishment of distributing points was made public to-day as to the Chicago, St. Paul, Minneapolis & Omaha, the Chicago, Milwaukee & St. Paul and the Chicago & Northwestern. The order is along the lines of the compromise agreed upon some weeks ago. The distributing points will be on equal terms with the Twin cities in the jobbing trade.

Denies Jeffrey Is to Retire.

[By The Associated Press.]
New York, Oct. 22.—In regard to a report that President E. T. Jeffrey of the Devoer & Grandin is retiring because he failed to prevent the consolidation of the Colorado Southern and Colorado Midland roads, Chairman Jeffrey, of the board of directors, said to-day: "I wish to give the report a most emphatic denial."

POSTAL LAW IGNORED.

COMPLAINT OF MAIL HANDLERS.

Men at Railway Stations Declare That the Amount of Matter Placed in Mail Sacks Often Is in Excess of Legal Maximum Weight.

Men who are employed in handling mail cars at railroad stations in important business centers declare that they have a strong grievance against the United States postal department. They complain that within the last few months the law which provides that the amount of matter placed in a mail sack shall be limited to 150 pounds has been ignored with considerable frequency. In some instances they have protested to the trade officials against the condition of affairs, and some of the railroad men are said to have interested themselves in so far as calling the government's attention to the complaints.

The station mail-handlers in St. Paul, Minneapolis and other important terminal points are foremost among the complainants. On one morning last week it is said that more than eighteen tons of second-class and third-class mail matter were taken out of St. Paul and Minneapolis on the Great Northern and Northern Pacific coast trains. Many of the sacks which went to make up the eighteen tons, according to railroad men, weighed considerably more than the maximum limit prescribed by law, and as a consequence of the excessive mail delay in loading the sacks into the cars was occasioned.

Local postal officials yesterday said it was very seldom if ever that the law providing for the 150-pound limit was violated. They held that the average weight of a mail sack did not exceed 100 pounds. Some railroad officials attribute the frequent small delays in train service to the work of handling the heavier mail sacks.

Interested in Pacific Mail Deal.
Local railroad office yesterday was much interested in the reported negotiations whereby the Vanderbilt interest is said to have secured control of the Pacific Mail steamship line. The acquisition, if made, gives the Vanderbilt interests a thorough route from the Atlantic seaboard to Asia, the links in the route from New York being the New York Central, Lake Shore and Michigan Central, Nickel-Plate to Chicago, Northwestern and the Union Pacific. E. H. Harriman is given the credit for having engineered the deal.

Northwestern's Proposed New Line.
It is said that the Northwestern contemplates the construction of a road from Princeton, Wis., to Grand Junction, Wis., a distance of about eighty miles, the line to touch at Stevens Point, one of the principal division points on the Wisconsin Central.

Santa F6 Contracts for Oil.
The Santa F6 management has contracted with several oil producers of California for 75,000 barrels of oil a year for five years. The oil will be used as engine fuel on the western divisions of the system, where the liquid was introduced for use as fuel on locomotives a year or so ago.

Albert P. Chapman Gets a Plim.
Albert P. Chapman of Milwaukee, for many years in the passenger department of the Chicago, Milwaukee & St. Paul road, has been appointed city ticket agent at Chicago, to take effect Nov. 1.

Racine May Get New Station.
The Northwestern is said to have decided to erect a new station at Racine. It is said that the station will cost \$40,000.

Order for Revision of Rates.
[By The Associated Press.]
St. Paul, Minn., Oct. 22.—The board of the railroad and warehouse commission for western

Oct. 23 1900.

AMONG THE RAILWAYS.

Harriman Will Not Be President of Pacific Mail Company.

"There is no truth in the report that I am to be president of the Pacific Mail Steamship company," said E. H. Harriman yesterday at the headquarters of the Alton railroad. He declined to make any further statement regarding his connection with the Pacific Mail Steamship company.

Mr. Harriman arrived here early yesterday morning and started back for New York last night. It is understood that the chief object of his trip here was to confer with John W. Gates about the Kansas City Southern railway and consummate a deal whereby that company's liabilities would be assumed by the Alton company, which should in turn control the operation of the Kansas City Southern. Mr. Harriman declined to say anything regarding his negotiations with Mr. Gates, but it is understood they were satisfactory.

During the day Mr. Harriman had brief conferences with President Felton of the Alton and with officials of the Illinois Central and Union Pacific roads. It is generally believed that President Felton of the Alton will be the managing head of the Kansas City Southern, but that it will be operated in the interest of all the Harriman lines, not exclusively of the Alton. The report comes from New York that Mr. Harriman and W. K. Vanderbilt have secured a controlling interest in the new Steamship company. They are credited with having bought the stock largely in the open market after having obtained the stock at private sale from a representative of the Huntington estate.

Important changes in the personnel of the Pacific Mail Steamship company are predicted at any moment. The assurance from Mr. Harriman that he will not be its president increases the probability that Edwin Hawley will be the next president. It is generally believed that he is now a director of the company. The other directors are Henry B. Hyde, Samuel Thomas, Russell Sage, George Gould, and George H. Macey of New York, and J. P. Schwartz of San Francisco. Mr. Harriman and W. K. Vanderbilt, Jr., may enter the directorship. It is predicted that the steamship company's affairs will be revolutionized and many new steamships will be chartered to the market. Incidentally if the shipping subsidy bill is passed by the next Congress.

Railway Convention in Boston.

BOSTON, Mass., Oct. 24.—Owing to the importance of the subjects to be discussed at the meeting of the American Railway association, which assembled here today, the proceedings will be followed by numerous interviews by railroad men throughout the United States and Canada. Foremost among the subjects under consideration is the right to be paid by railroads for the use of freight cars of other lines. The present system of charging for the mileage of the existing road has been declared to be unsatisfactory by transportation men. At today's proceedings opinions were exchanged by railroad officials from all parts of the country. The problem was discussed in the light of the situation thoroughly the association will suggest the adoption of the per diem system or another plan calculated to remedy the defects of the system in use.

Grand Trunk Earnings Increase.

An official statement was made yesterday of earnings of the Grand Trunk system for the six months ended June 30 last. Gross operating earnings were \$10,000,000, or \$750,000 more than for the corresponding period of 1900. The net gain was \$1,000,000. After paying dividends of 4 per cent on the guaranteed stock and 1 1/2 per cent on the first-preferred stock, a small surplus remained. The outlook for increased earnings is very good.

Come Here as City Ticket Agent.

Albert P. Chapman has been appointed city ticket agent of the St. Paul road, and will take up his duties here Nov. 1. For many years he has been in the company's passenger department at Milwaukee.

Timed Herald

Oct. 29 1900.

Local railroad officials regard it as probable that the Alton and Kansas City Southern will be consolidated, with the Kansas City Southern retaining independence of the Alton management.

It is said to be the purpose to lease more Kansas City Southern bonds.

The management of the Northwestern recently has arranged to purchase the Marshall branch of the Wisconsin Central Road, which is about thirty miles long, and that road companies buying the Wisconsin Central's Whitefish shop.

It is said that the Northwestern will erect a new station at Pacific Junction. The Racine people have been after a new station for a long time, claiming that the Northwestern's present station is not in keeping with the dignity and importance which have come to the town within the last few years.

The story telegraphed from New York that the control of the Pacific Mail Steamship Company had passed into the hands of a group of financiers, of which B. H. Harrison, W. K. Vanderbilt and Robert F. Hill were the chief names called yesterday afternoon in New York. According to the Hill version of the story, the income split with the Vanderbilt route, and the Southern Pacific routes, represented by the estate of the late Collins P. Huntington, were to be ceased altogether.

Articles of incorporation were filed at Santa Fe yesterday for the 2nd, 3rd, 4th, 5th and 6th Texas, a distance of 193 miles. J. J. Higginson of Chas. Eddy and Otter county, owner of a through Chas. Eddy and Otter county, near Meade. This line will connect Santa Fe with the 2nd, 3rd, 4th, 5th and 6th Texas, a distance of 193 miles. The survey is completed and construction work will begin soon after Christmas.

TRIBUTE.

Oct 19, 1900.

ALSCHULER TALKS IN PULLMAN.

Addresses a Small Meeting in the Arcade Theater on the Issues of the Campaign.

Samuel Alschuler, the Democratic candidate for Governor, addressed a small meeting for twenty minutes last night in the Arcade Theater, Pullman. He confined his remarks to "trusts" and "imperialism" and referred frequently and sarcastically to the "full dinner pail." He contrasted the "man of stomach" to the "man of brains," and laid upon the "great demagogue" the responsibility of the City of Chicago today as an eloquent example of the process of government subversion of the employe to the employer.

Elmer Perry, the Democratic candidate for Governor, delivered a long address in which he followed the same line that Alschuler did. He declared that if McKinley has given us prosperity he has given us a costly war that will more than offset the gains.

PULLMAN ESTATE CUT UP

Widow Releases Large Property Interests in Chicago.

Two Married Daughters Receive Further Portions Under Will.

Illinois Trust Bank Holds Land and Houses for Them.

Value of Transferred Equity Reaches Into the Millions of Dollars.

In addition to the \$1,000,000 portions of the estate of the late George M. Pullman, which were recently set apart in trust to the use of Mrs. Florence Pullman Lowden and Mrs. Harriet Pullman Carolan, respectively, the title being in the Illinois Trust and Savings bank, three deeds were filed yesterday which added to the portions all the remainder of the Pullman estate save that which has been otherwise disposed of in accordance with the will of the late owner.

The first deed was that of the widow, Mrs. Hattie Sanger Pullman, who made quitclaim of all her interest, dower and other Trust and Savings bank, as trustee under the Pullman will, to Norman H. Beaman and Robert T. Lincoln, as executors of the will. This deed bore revenue stamps aggregating \$8 in value, from which it appears that the interest released by Mrs. Pullman was valued at \$5,000. It involved twenty valuable parcels of south side property, besides acreage property in the township of Calumet and a half interest in the other realty in Nebraska, Colorado, Kansas and New York.

Let of Property Deeded. Following is a list of the properties to which Mrs. Pullman gave up all claim and of those which the bank takes over, control the will with the purpose of paying to the two daughters the income from them:

- Frank Avenue, 100 feet front of Eighteenth street, 100 feet to Illinois Central railroad right of way.
- Frank Avenue, northwest corner Fortieth street, east front, 100x12.
- East End Avenue, 100 feet north of Fifty-fourth street, east front, 100x18.
- Corral Avenue, 100 feet south of Fifty-fourth street, west front, 100x18.
- East End Avenue, southeast corner Fifty-third street, west front, 66 feet to Lake Michigan.
- Frank Avenue, 250 feet south of Fifty-fourth street, west front, 100x18.
- Corral Avenue, 400 feet south of Fifty-fourth street, west front, 100x18.
- East End Avenue, 200 feet south of Fifty-fourth street, east front, 100x18.
- East End Avenue, 200 feet south of Fifty-fourth street, east front, 100 feet to Illinois Central railroad right of way.
- Corral Avenue, 100 feet south of Fifty-third street, west front, 100x18.
- East End Avenue, sixty feet north of Fifty-fourth street, east front, 100x18.
- East End Avenue, 100 feet north of Fifty-fourth street, east front, 100x18.
- Acreage property in township of Calumet, east street, east front, 200x125, undivided half interest.
- Property in Nebraska, Colorado, Kansas and New York state.

Property conveyed to Illinois Trust and Savings bank in trust for Florence Pullman Lowden:

- Frank Avenue, 100 feet front of Fortieth street, east front, 100x18.
- East End Avenue, 200 feet south of Fifty-third street, east front, 100x18.
- Corral Avenue, 100 feet south of Fifty-fourth street, west front, 100x18.
- East End Avenue, southeast corner East End Avenue, north front, 100x12.

Railway Age
Nov. 30, 1900.

Mr. T. J. Killings, agent of the Pullman Company at Fort Worth, Tex., will be transferred to the City of Mexico in December and will be succeeded at Fort Worth by Mr. W. J. Miller, now agent at the City of Mexico.

Use of Can Cleaning.

A Philadelphia man has devised a scrubbing brush which seems well adapted to can cleaning. The handle of the brush is formed of a pipe which is connected with water hoses and through the handle, through the brush and emerges among the bristles, so that water is supplied to the brush while it is being used.

Engineering

Nov. 9, 1900.

PULLMAN SLEEPING CARS FOR THE MIDLAND RAILWAY.

We illustrate on pages 50 and 51 a sleeping car, of which four have recently been supplied by the Pullman Company, of 26, Victoria-street, S.W., to the Midland Railway Company, for use on the Scotch service. As shown in Fig. 1, the car is carried on one bogie, and has its end platforms completely enclosed. The general plan, Fig. 4, shows that one-half the car is taken up by four state rooms, each of which is fitted with a bed and folding washstand. The latter is shown opened out in Fig. 2. Three of the state-rooms are single bedded, whilst the fourth contains two berths. All the berths are on the same level, the common plan of putting one over the other having been abandoned both here and in the general room, which occupies the other half of the car. This general salon is provided with seats for use by day, as shown in Fig. 2. At night a bed is made up on each of the two seats, a partition extending to the roof placed above the back of the seat, and to Norman H. Beaman and Robert T. Lincoln, as executors of the will. This deed bore revenue stamps aggregating \$8 in value, from which it appears that the interest released by Mrs. Pullman was valued at \$5,000. It involved twenty valuable parcels of south side property, besides acreage property in the township of Calumet and a half interest in the other realty in Nebraska, Colorado, Kansas and New York.

As a way of Mrs. Lowden. Properly conveyed to Illinois Trust and Savings bank in trust for Florence Pullman Lowden: Frank Avenue, 100 feet front of Fortieth street, east front, 100x18. East End Avenue, 200 feet south of Fifty-third street, east front, 100x18. Corral Avenue, 100 feet south of Fifty-fourth street, west front, 100x18. East End Avenue, southeast corner East End Avenue, north front, 100x12.

Timed Herald

Oct. 27, 1900.

Local railroad officials regard it as probable that the Alton and Kansas City Southern will be consolidated, with the Kansas City Southern selling independently of the Alton management. E. H. Harriman is expected to be in Chicago and soon after his arrival he will be in conference with locally interested parties in regard to the Alton property. It is said to be the purpose to lease more Kansas City Southern bonds.

Rumor has it that the Northwestern practically has arranged to purchase the Marshfield branch of the Wisconsin Central Road, which is about thirty miles long, and that that road concludes buying the Wisconsin Central's Wausau branch. It is said to be the Northwestern's intention to build a line from Potosi, Wis., to Grand Junction, Wis., by way of Stevens Point, such a line would be between eighty and ninety miles in length.

The management of the Santa Fe system has closed a contract with several oil producers in California for the delivery of 25,000 barrels of oil to 100 cars. The oil will be used as fuel on the engines operated on the western divisions of the system, where coal was discarded some time ago. For some time between 200 and 300 barrels of oil has been used monthly on the Santa Fe in the California division engines, and the officials of the road say that the oil has given satisfaction as fuel.

It is said that the Northwestern will erect a new station at Racine soon. The Racine passenger station has after a new station for a long time, claiming that the old station is antiquated and is not so desirable with the dignity and importance which have come to the town within the last few years.

The story telegraphed from New York that the control of the Pacific Mail Steamship Company had passed into the hands of a group of financiers, of which H. H. Harriman, W. K. Vanderbilt and possibly J. J. Hill, were the principal figures, yesterday afternoon in New York. According to the story, the Pacific Mail, the Southern Pacific interests, roads, and the Southern Pacific, C. S. Huntington, were to be united altogether. Charles H. Tweed, vice president of the Huntington Pacific, and general manager of the Huntington interests, yesterday denied any knowledge of the transaction. Edwin Hawley, director of the Southern Pacific and the Pacific Mail, said yesterday there was no truth in the story.

Articles of Incorporation were filed at the State for the St. Paul, Peas Valley and Eastern Railway, extending from Howell to St. Paul, Texas, a distance of 100 miles. The Higginson of Colorado Springs is president. The line is through Cheyenne, Wyoming, to the Mexican border. This will shorten the distance by 100 miles to Peas and Kansas City and Chicago 100 miles. The survey is completed and construction work will begin soon after election.

TRIBUNE.

OCT. 27, 1900.

ALSCHULER TALKS IN PULLMAN.

Addresses a Small Meeting in the Arcade Theater on the Issues of the Campaign.

Samuel Alschuler, the Democratic candidate for Governor, addressed a small meeting for twenty minutes last night in the Arcade Theater, Pullman. He confirmed his remarks to "Trusts" and "Imperialism" and referred frequently and sarcastically to the "full dinner pail." He contrasted the "man of stomach" to the "man of brains," and dwelt upon the "great democratic movement" in the City of Chicago today as an eloquent example of the present dangerous subservience of the employe to the employer. In speaking of "Imperialism" he frequently repeated what he has reiterated so often during the last four months.

Elmer Ferry, the Democratic candidate for lieutenant-governor, delivered a long address in which he followed the same lines that Alschuler did. He declared that "McKinley has given us prosperity he has given us a costly war that will more than counterbalance it."

PULLMAN ESTATE CUT UP

Widow Releases Large Property Interests in Chicago.

Two Married Daughters Receive Further Portions Under Will.

Illinois Trust Bank Holds Land and Houses for Them.

Value of Transferred Equity Reaches Into the Millions of Dollars.

In addition to the \$1,000,000 portion of the estate of the late George M. Pullman, which was recently set apart in trust to the use of Mrs. Florence Pullman Lowden and Mrs. Harriet Pullman Carolin, respectively, the Harriet Pullman Carolin and Savings bank, three deeds were filed yesterday which added to the portions still remaining of the Pullman estate save that which has been otherwise disposed of in accordance with the will of the late owner, Mrs. Hattie Sanger Pullman, who made quick claim of all her interest, dower and otherwise, in the residuary estate to the Illinois Trust and Savings bank, as trustee under the Pullman will, and to Norman B. Heam and Robert T. Latham, as executors of the estate.

The first deed was that of the widow, Mrs. Hattie Sanger Pullman, who made quick claim of all her interest, dower and otherwise, in the residuary estate to the Illinois Trust and Savings bank, as trustee under the Pullman will, and to Norman B. Heam and Robert T. Latham, as executors of the estate. This deed bore revenue stamps aggregating \$55 in value, from which it appears that the interest released by Mrs. Pullman was valued at \$55,000. It involved twelve valuable parcels of south side property, besides the interest released by Mrs. Pullman in Nebraska, Colorado, Kansas and New York.

List of Property Deeded.

Following is a list of the properties to which Mrs. Pullman gave title and claim and of those which the bank takes under control with the exception of the two lots which carry the income from them:

- Frairie avenue, 165 feet west of Eleventh street, 165 feet to Illinois Central railroad right of way.
- Frairie avenue, northwest corner Fortieth street, east front, 39x241.
- East End avenue, 130 feet north of Fifty-fourth street, east front, 100x124.
- Correll avenue, 200 feet south of Fifty-fourth street, west front, 100x124.
- Correll avenue, southeast corner Fifty-fourth street, west front, 64 feet to Lake Michigan.
- Correll avenue, 200 feet south of Fifty-fourth street, west front, 50x115.
- Correll avenue, 400 feet south of Fifty-fourth street, west front, 100x124.
- East End avenue, 500 feet south of Fifty-fourth street, west front, 125.
- Correll avenue, 300 feet south of Fifty-fourth street, east front, 100x124.
- Correll avenue, 400 feet south of Fifty-fourth street, east front, 100 feet to Illinois Central railroad right of way.
- Correll avenue, 100 feet south of Fifty-fourth street, west front, 100x124, undivided half interest.
- East End avenue, sixty feet north of Fifty-fourth street, east front, 50x115, undivided half interest.
- Correll avenue, 100 feet south of Fifty-fourth street, east front, 100 feet to Illinois Central railroad right of way.
- Stewart avenue, northwest corner Seventy-seventh street, east front, 100x124.

Property in Nebraska, Colorado, Kansas and New York states.

In Favor of Mrs. Lowden.

- Property conveyed to Illinois Trust and Savings bank in trust for Florence Pullman Lowden:
 - Frairie avenue, 165 feet north of Fortieth street, east front, 50x115.
 - East End avenue, 130 feet south of Fifty-third street, east front, 50x115.
 - Correll avenue, 100 feet south of Fifty-fourth street, west front, 50x115.
 - Fifty-third street, southeast corner East End avenue, north front, 50x115.
 - Correll avenue, 300 feet south of Fifty-fourth

Railway Age.

Nov. 30, 1900.

Mr. T. J. Eddings, agent of the Pullman Company at Fort Worth, Tex., will be transferred to the City of Mexico in December, and will be succeeded at Fort Worth by Mr. W. J. Miller, now agent at the City of Mexico.

Use of Car Cleaning.

A Philadelphia firm has devised a scrubbing brush which seems well adapted to each cleaning. The handle of the brush is formed of a pipe which is connected with water hose. The water flows up through the handle, through the brush, and out through the bristles, so that water is supplied to the brush while it is being used.

Engineering

Nov. 9, 1900.

PULLMAN SLEEPING CARS FOR THE MIDLAND RAILWAY.

We illustrate on pages 204 and 205 a sleeping car, of which four have recently been supplied by the Pullman Company, of 20, Victoria-street, S.W., to the Midland Railway Company, for use on their Scotch service. As shown in Fig. 1, the car is fitted with the usual and has its end platforms completely enclosed. The general plan, Fig. 4, shows that one half the car is taken up by four staterooms, each stateroom is fitted with a bed and folding washstand. The latter is shown opened out in Fig. 3. Three of the staterooms are single berths, and the fourth contains two berths. All the berths are on the same level, the common plan of putting one over the other having been abandoned both here and in the general room, which occupies the other half of the car. This general saloon is provided with seats for use by day, as shown in Fig. 2. At night a bed is made up over each of the seats, a partition extending to the roof placed above the back of the seat, as shown in Fig. 5. Curtains are provided, which complete the shutting off of the berth from the rest of the car, and secure the privacy of the occupant. Since there is no berth over him, to perform a gymnastic feat in getting ready for the night. The car is fitted with 11 berths, five of which are situated in the state-room. A separate smoking compartment and a buffet are also provided, whilst there is the usual lavatory accommodation for both sexes. The car measures 29 ft. 10 in. over the buffer beams, the car body is 20 ft. 10 in. from the floor to the top of the monitor roof. The extreme height from floor level is 23 ft. 1 in., this being the utmost permissible height for the Midland Railway. The extreme width of the car is 19 ft. at the level of the seats, and 8 ft. 5 in. over the eaves. Mahogany is used for the major portion of the inside finish, and the roof is of "three-ply" white wood veneer. The car is covered with linoleum in the passenger-ways and with Wilton carpet in the state-rooms, the bogies on which the car is mounted were furnished complete by the railway company, and differ, therefore, from the usual American standards. They have each six steel tyer wheels, 42 in. in diameter, the length of wheel-base being 12 ft. 6 in. Another departure from American practice is the fittings for the vacuum brake, which were also supplied by the railway company. The car was shipped in pieces, and put together at the railway company's shops.

The railway company charge 5s. for berths in the sleeping-car in addition to the ordinary first-class fare. For the state-rooms, we gather, are mainly intended for use of ladies; but the comfort of the fittings for the arrangement is likely to appeal nearly as strongly to gentlemen as to ladies, and no doubt in a few years the general use of ladies as well as gentlemen, though the absence of a second tier of berths just described greatly reduces its objectionable features.

Timed Herald

Oct. 21, 1900.

Local railroad officials regard it as probable that the Alton and Kansas City Southern will be consolidated, with the Kansas City Southern being independently of the Alton management.

Rumor has it that the Northwestern practically has arranged to purchase the Marshall branch of the Wisconsin Central Road, which is about thirty miles long, and that that road will be sold to the Wisconsin Central's Wisconsin shops.

The management of the Santa Fe system has closed a contract with several oil producers in California for the delivery of 70,000 barrels of oil to it yearly.

It is said that the Northwestern will erect 40000 station at Racine, Wis. The machine people have been after a new station for a long time, claiming that the old one is antiquated and is not keeping with the dignity and importance which have come to the town within the last few years.

The story telegraphed from New York that the control of the Pacific Mail Steamship Company had passed into the hands of a group of financiers, including J. H. Harriman, W. K. Vanderbilt and possibly J. P. Morgan, is probably correct. The story, the Pacific Mail Steamship Company, and the Southern Pacific interests, represented by the late John D. Rockefeller, Edwin Hatch and Charles H. Tweed, vice president with the Huntington family, yesterday denied any knowledge of the alleged transaction. Edwin Hatch, a director of the Southern Pacific and the Pacific Mail, said positively there was no truth in the story.

Articles of incorporation were filed at Santa Fe yesterday for the El Paso, Pecos Valley and Eastern Railroad, extending from Howell to El Paso, Texas, a distance of 177 miles. The Harriman of Colorado Springs is president. The line will run through Cheyenne, and will terminate in New Mexico. This line will shorten the distance by 100 miles from El Paso to Santa Fe, a distance of 300 miles. The survey is completed and construction work will begin soon after election.

TRIBUNE.

OCT 19, 1900.

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Adds a Small Meeting in the Arcade Theater on the Issues of the Campaign.

Samuel Alschuler, the Democratic candidate for Governor, addressed a small meeting for twenty minutes last night in the Arcade Theater, Pullman. He confined his remarks to "trust" and "imperialism" and referred frequently to the "man of straw" and "fall dollar bill."

Elmer Perry, the Democratic candidate for Lieutenant-Governor, delivered a long address in which he followed the same lines that Alschuler did. He declared that if McKimley has given us prosperity he has given us a costly war that will more than counterbalance it.

Notice

PULLMAN ESTATE CUT UP

Widow Releases Large Property Interests in Chicago.

Two Married Daughters Receive Further Portions Under Will.

Illinois Trust Bank Holds Land and Houses for Them.

Value of Transferred Equity Reaches Into the Millions of Dollars.

In addition to the \$1,000,000 portions of the estate of the late George M. Pullman, which were recently set apart in trust to the use of Mrs. Florence Pullman Lewden and Mrs. Harriet Pullman Carleton, respectively, the latter being in the Illinois Trust and Savings bank, three deeds were filed yesterday which added to the portions all the remainder of the Pullman estate save that which has been otherwise disposed of in accordance with the will of the late owner.

The first deed was that of the widow, Mrs. Hattie Sanger Pullman, who made quitclaim of all her interest, dower and otherwise, in the real estate to the Illinois Trust and Savings bank, as trustee under the Pullman will, and to Norman H. Reed and Richard Langston, as executors of the will. This deed bore revenue stamps aggregating \$55,000 in value, from which it appears that the interest retained by Mrs. Pullman was valued at \$55,000. It involved twelve valuable parcels of south side property, besides a half interest in the township of Calumet, Nebraska, Colorado, Kansas and New York.

List of Property Deeded.

- Following is a list of the properties to which Mrs. Pullman gave up all claim and to those which the bank takes under control with parties, and is to be sold to discharge the income from them:
Prairie avenue, 165 feet north of Eighteenth street, 165 feet to Illinois Central railroad right of way.
Prairie avenue, northwest corner Fortieth street, east front, 180x165.
East End avenue, 100 feet north of Fifty-fourth street, west front, 100x165.
Prairie avenue, 100 feet south of Fifty-fourth street, west front, 100x165.
East End avenue, southeast corner Fifty-third street, west front, 60 feet to Lake Michigan.
Cornell avenue, 100 feet south of Fifty-fourth street, west front, 100x165.
Prairie avenue, 400 feet south of Fifty-fourth street, west front, 100x165.
East End avenue, 200 feet south of Fifty-fourth street, east front, 100x165.
Cornell avenue, 200 feet south of Fifty-fourth street, east front, 100x165.
Prairie avenue, 100 feet south of Fifty-third street, west front, 100x165.
East End avenue, 100 feet south of Fifty-fourth street, east front, 100x165.
Prairie avenue, 100 feet south of Fifty-fourth street, west front, 100x165.
East End avenue, 100 feet south of Fifty-fourth street, east front, 100x165.
Stewart avenue, northwest corner Seventy-seventh street, east front, 100x165.
Prairie avenue, 100 feet south of Fifty-fourth street, west front, 100x165.
East End avenue, 100 feet south of Fifty-fourth street, east front, 100x165.

In Favor of Mrs. Lewden.

- Property conveyed to Illinois Trust and Savings bank in trust for Florence Pullman Lewden:
Prairie avenue, 150 feet north of Fortieth street, east front, 150x165.
East End avenue, 150 feet south of Fifty-third street, east front, 150x165.
Prairie avenue, 150 feet south of Fifty-fourth street, west front, 150x165.
Fifty-third street, southeast corner East End avenue, north front, 150x165.
Cornell avenue, 200 feet south of Fifty-fourth street, east front, 100x165.

Railway Age. Nov. 30, 1900.

Mr. E. J. Edmonds, agent of the Pullman Company of Fort Worth, Tex., will be transferred to the City of Mexico in December, now agent at City of Mexico.

Use of Car Cleaning.

A Philadelphia man has devised a scrubbing brush which seems well adapted to coach cleaning. The handle of the brush is formed of a pipe which is connected with water hose. The water flows up through the handle, through a series of nozzles among the bristles, so that water is supplied to the brush while it is being used.

Engineering

Nov. 9, 1900.

PULLMAN SLEEPING CARS FOR THE MIDLAND RAILWAY.

We illustrate on pages 204 and 205 a sleeping car, of which four have recently been supplied by the Pullman Company, of 26, Victoria street, N.W., to the Midland Railway Company, for use on their Scotch service. As shown in Fig. 1, the car is fitted with berths, and has its end platforms completely enclosed. The general plan, Fig. 4, shows that one half the car is taken up by four state rooms, each berth is fitted with a bed and folding wash-basin. The latter is shown opened out in Fig. 5. Three of the state rooms are single berths, while the fourth contains two berths. All the berths are on the same level, the common plan of putting one over the other having been abandoned both here and in the general room, which occupies the other half of the car. This general room is provided with seats for use by day, as shown in Fig. 2. At night a bed is made up between the two seats, a partition extending to the roof placed above the back of the seat, as shown in Fig. 3. Curtains are provided, which complete the shutting off of the berth from the rest of the car, and render the privacy of the occupant. Since there is no berth over him, the latter has not, as in the more usual arrangement, to perform a gymnastic feat in getting ready for the night. The car is fitted with 11 berths, five of which are situated in the state rooms. A separate smoking compartment and a buffet are also provided, while there is the usual lavatory accommodation for both sexes. The car measures 50 ft. 10 1/2 in. over the buffer beams, 8 ft. wide inside, and 8 ft. 10 in. from the floor to the top of the monitor roof. The extreme height from floor level is 12 ft. 1 in., this being the utmost permissible height by the usual American standards. The extreme width of the car is 9 ft. at the level of the seats, and 8 ft. 6 in. over the eaves. Mahogany is used for the major portion of the inside finish, and the roof is of "three-ply" white wood veneer. The floor of the car is covered with linoleum in the passenger compartments and in the state rooms. The baggage on which the car is mounted were furnished completely by the railway company, and differ, therefore, from the usual American standards. They have six steel tyre wheels, 12 in. in diameter, the length of wheel-base being 12 ft. 6 in. Another difference from American practice is the fittings for the vacuum brake, which were also supplied by the railway company. The car was shipped in pieces, and put together at the railway company's shops. The railway company charge 10s. for a berth in the sleeping car in addition to the ordinary first-class fare. The state rooms, we gather, are more than intended for use of ladies; but no comfort and privacy arrangement is likely to appeal nearly as strongly to the other sex, and no doubt in the future the general saloon will be done away with, though the absence of a second tier of berths just described greatly reduces its objectionable features.

East End avenue, 326 feet south of Fifty-fourth street, east front, 37½x158.

Cornell avenue, 150 feet south of Fifty-fourth street, east front, fifty feet to Illinois Central railroad right of way.

Cornell avenue 426 feet south of Fifty-fourth street, east front, twenty-feet to Illinois Central railroad right of way.

Cornell avenue, 150 feet south of Fifty-third street, west front, 100x216, undivided fourth interest.

East End avenue, sixty feet north of Fifty-fourth street, east front, 50x158, undivided fourth interest. Acreage property in township of Calumet.

Stewart avenue, northwest corner Seventy-seventh street, east front, 396x133, undivided fourth interest.

Undivided half lot 10, section B, Rosehill cemetery.

Undivided half interest pew 52, Second Presbyterian church of Chicago, and all improvements.

In Favor of Mrs. Carolan.

Property conveyed to Illinois Trust and Savings bank in trust for Harriet Pullman Carolan.

Prairis avenue, northwest corner Fortieth street, east front, 50x161.

East End avenue, 110 feet north of Fifty-fourth street, east front, 50x158.

Cornell avenue, 150 feet south of Fifty-fourth street, west front, 50x158.

East End avenue, north east corner Fifty-fourth street, west front, 246 feet to Lake Michigan.

Cornell avenue, 414 feet south of Fifty-fourth street, west front, 96x158.

East End avenue, 300 feet south of Fifty-fourth street, east front, 37½x158.

Cornell avenue, 100 feet south of Fifty-fourth street, east front, fifty feet to Illinois Central railroad right of way.

Cornell avenue, 400 feet south of Fifty-fourth street, east front, twenty-five feet to Illinois Central railroad right of way.

Cornell avenue, 150 feet south of Fifty-third street, west front, 100x216, undivided fourth interest.

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Undivided half interest pew 52, Second Presbyterian church, and improvements.

Provisions of the Will.

By the provisions of the will the two portions of property are to be controlled by the Illinois Trust and Savings bank, which is to receive the rents, profits and income from each share and apply the net result to the use of Mrs. Lowden and Mrs. Carolan.

When either of the daughters reaches the age of 35 years the bank is directed to pay to her one-half of the principal of her portion and to continue to hold the other half in trust for her, applying to her use the income, rents and profits for the remainder of her life.

In his will, after providing for the payment of obligations and legacies, Mr. Pullman devoted the seventh clause to directing his executors to set out \$1,000,000 of the residue in stocks, bonds and, if necessary, of real estate and to place this to the credit of each of the two daughters, the bank to hold the title and the daughters to receive the profits.

Other claims were then attended to and in the twenty-third clause is contained the provision by which the deeds filed yesterday with Recorder Simon were made, dividing all the estate which was left between Mrs. Lowden and Mrs. Carolan.

Ser. 07 Vol. 2

Page 231 frag.

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it is said that the Southern Pacific has
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the property which it had exerted through
Mr. Huntington.

Charles L. Stone's New Position.

Special Dispatch to The Inter Ocean.

NEW YORK, Oct. 24.—Charles L. Stone, who has been general passenger agent of the Chicago and Eastern Illinois railroad for more than ten years, has been appointed general passenger agent of the Louisville and Nashville, to succeed C. P. Atmore, deceased. W. H. Richardson will succeed Mr. Stone in charge of the passenger department of the Chicago and Eastern Illinois.

Order for Revision of Rates Published.

ST. PAUL, Minn., Oct. 24.—The order of the railroad and warehouse commission for revision of rates and the establishment of distributing points was made public today, as to the Chicago, St. Paul, Minneapolis and Omaha, the Chicago, Milwaukee and St. Paul, and the Chicago and Northwestern. The order is along the lines of the compromise agreed upon some weeks ago. The distributing points will be on equal terms with the Twin Cities in the jobbing trade.

East End avenue, 538 feet south of Fifty-fourth street, east front, 37½x158.

Cornell avenue, 150 feet south of Fifty-fourth street, east front, fifty feet to Illinois Central railroad right of way.

Cornell avenue 425 feet south of Fifty-fourth street, east front, twenty-feet to Illinois Central railroad right of way.

Cornell avenue, 150 feet south of Fifty-third street, west front, 100x216, undivided fourth interest.

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Stewart avenue, northwest corner Seventy-seventh street, east front, 398x133, undivided fourth interest.

Undivided half lot 10, section B, Rosehill cemetery.

Undivided half interest pew 52, Second Presbyterian church of Chicago, and all improvements.

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Property conveyed to Illinois Trust and Savings bank in trust for Harriet Pullman Carolan.

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Ser. 07 Vol. 2

Page 231 frags

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NOTES FROM THE CAPITAL.

THE double decked trolley cars of the electric railway are the transportation sensation of the day. Seats on the top floor are always at a premium. From them the passenger secures new vistas over garden walls and becomes acquainted with the fair inhabitants of second story balconies. These cars now make the trip regularly to San

Angel, more than ten miles from the city, and the ride in the breezing country air is a thoroughly enjoyable one. The arrival of these two-story cars in the Capital was celebrated by a trolley party given by Congressman Thomas Moran, secretary of the board of directors of the Federal District Railway company, and his wife, to a number of distinguished guests. The party went first to Mixcoac, where it was joined by Secretary Limantour and Mr. Julio Limantour with their families, Mrs. Diaz, wife of the president, joined the merry-makers in the city and the trip was continued to Guadalupe.

Accident to a Train of Steel Cars.

We reproduce from the Scientific American an illustration made from a photograph of an accident to a train of steel cars laden with ore, which left the track at Ashtaburg, Ohio, on the Youngstown & Ashtabula branch of the Pennsylvania R. R. The illustration shows the effects of an open switch upon a train, but it is proper to remark that these steel cars stood the derailment much better than a train of wooden cars would have done under the circumstances. The bodies of the cars were not injured to any extent, although the tracks and brake mechanism suffered the usual damage. In picking up the wreck the cars had first to be unloaded, as the excessive weight of the ore made it almost out of the question to attempt handling without unloading. It is stated that notwithstanding the wrecks that a steel car gets into through no fault of its own not one has as yet been damaged beyond repair, and it will be seen that despite the scattering exemplified in the illustration very little damage has been done to the car bodies.



CONGRES

Tribune.

Nov. 3, 1900.

WILL NOT PAY PULLMAN'S DEBTS

Mother of George M. Jr., Refuses to Meet Her Son's Creditors.

New York, Nov. 3.—Mrs. George M. Pullman, widow of George M. Pullman of Chicago, and mother of George M. Pullman, Jr., today declared that she would not pay any of the debts incurred by her son. This announcement was the result of a report that she had sent a check for \$1,112 to Martin & Martin, dealers in harness, who obtained an attachment against her son's horses and carriage on Thursday because of an unpaid bill for the amount named.

"I will not pay the debts of either of my sons," Mrs. Pullman said, when seen at the Waldorf-Astoria. "They have money enough of their own, and are responsible for whatever indebtedness they may incur. I wish the public to know this, so that I may not be worried by persons who may try to collect from me any debts my son may owe. If John F. Martin asserts that I have settled the judgment against my son he states what is not true. I have not paid the bill, and do not intend to do so. The man called three times Thursday, but I refused to see him."

George M. Pullman left New York last night for Chicago, and it is said he would go from there to California to remain for eight or nine months for the benefit of his health. It is said he is suffering from consumption. When this was mentioned Mrs. Pullman said:

"My son is going with me to Pasadena, Cal., but we are going for the purpose of attending a wedding, and not on account of his health. He has not been here for some time, and I regret that he is suffering from lung trouble is incorrect."

George M. Pullman arrived in the city yesterday morning from New York, but could not be found during the day. His mother may return here some time to-day.

Railway Review.

Nov. 24, 19..



WRECK OF STEEL CARS.

July, 1900.

NOTES FROM THE CAPITAL.

THE double-decked trolley cars of the electric railway are the transportation sensation of the day. Seats on the top floor are always at a premium. From them the passenger secures new vistas over garden walls and becomes acquainted with the fair inhabitants of second-story balconies. These cars now make the trip regularly to San

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CONGRES

Tribune.

Nov. 3, 1900.

WILL NOT PAY PULLMAN'S DEBTS

Mother of George M. Jr., Refuses to Meet Her Son's Creditors.

Special to The Chicago Record.
New York, Nov. 2.—Mrs. George M. Pullman, widow of George M. Pullman of Chicago, and mother of George M. Pullman, Jr., to-day declared that she would not pay any of the debts incurred by her son. This announcement was the result of a report that she had sent a check for \$1,115 to Martin & Martin, dealers in harness, who obtained an attachment against her son's horses and carriage on Thursday because of an unpaid bill for the amount named.

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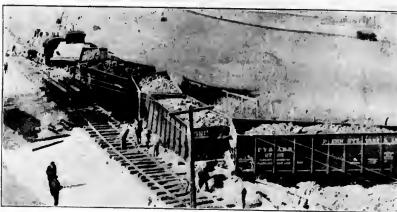
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Railway Review.

Nov. 24, 19..



WRECK OF STEEL CARS.

Engineering.

Nov. 9, 1900.

SLEEPING CAR FOR THE MIDLAND RAILWAY.

CONSTRUCTED BY THE PULLMAN PALACE CAR COMPANY, PULLMAN, U.S.A.

(For Description, see Page 597.)

FIG. 1.

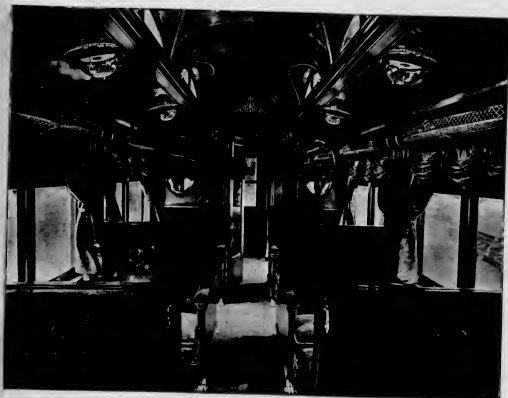


FIG. 2.

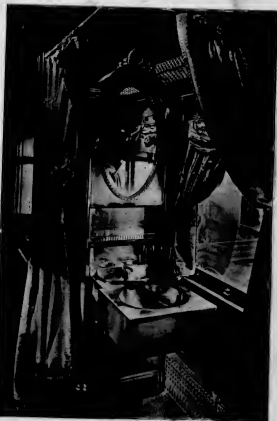


FIG. 3.

Engineering.

Nov. 9, 1900.

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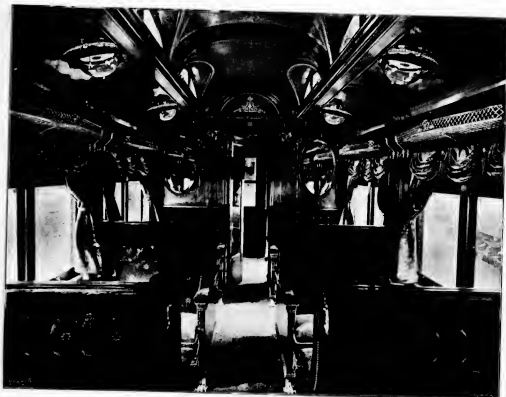


FIG. 2.



FIG. 3.

Nov. 9, 1900.

SLEEPING CAR FOR THE MIDLAND RAILWAY.

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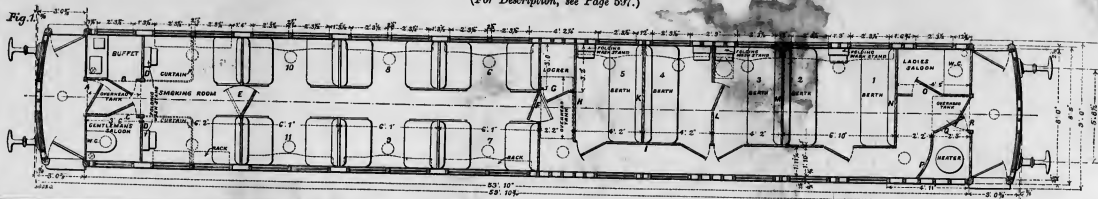
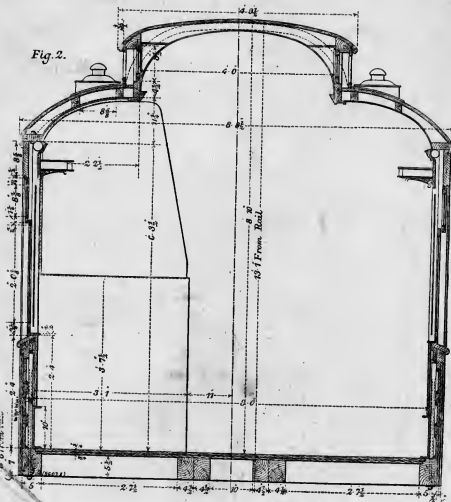


Fig. 2.

than the
Tribune.

Nov. 2, 1900.

UNSANITARY SLEEPING CARS.

New York Man Finds Reasons for Complaint—Calls Them "Beplashed, Bemirrored Vulgarity."

A correspondent in the New York Herald says: Permit me to make a strong plea to you in a complete reform of the present furnishings of a sleeping car. Of the comforts of the present system of American sleeping cars I shall say nothing. All know that the comforts are greater than the discomforts, and that we are all glad to avail ourselves of the sleeping car, but there are many furnishings in a sleeping car which are simply the advance of the times. I refer to the heavy stuff curtains which surround the berths, and to the heavy woollen blankets which are used for covering. I am strongly of the opinion that these should be of cotton, so that at the end of each trip they might be washed and sterilized and issued fresh for an ensuing trip.

The heavy woollen coverings at present one night cover a consumptive whose exhalations infect them; another night a catarrh-infected person; and other nights they cover and inclose all sorts of contagious and infectious diseases, so that the physically sound occupants of these berths often contract diseases from their precedents.

A necessary reform is in the coverings of the seats and lounges. These, instead of being covered with heavy plush velvet and such like rough stuff, to which microbes and germs are peculiarly liable to cling, should be covered with material which could be sterilized or disinfected daily. The heavy plush and other carpets of the floor also should be of a fiber which would allow of disinfection and cleansing. At present such carpets are a horror.

One of the gravest nuisances connected with sleeping cars is that of the car porter, who every morning, with a clothes broom, brushes off from each individual the germ-laden dust accumulated on the journey. This dust fills the car in clouds and is inhaled by the occupants, to their great discomfort and extreme physical danger. Often, too, passengers come aboard who have been recently in houses containing sick or whose clothes are infected by sickness, and these people have any germs brushed off into the air of the car for their fellow passengers to inhale.

I must also strongly refer to the inadequate toilet facilities. I have every tray in which fifteen to twenty men have tried to bathe in thirty minutes. Instead of two basins there should be more and of a more modern and common sense type. In a word, sleeping cars should be, more than any other

Nov. 9, 1900.

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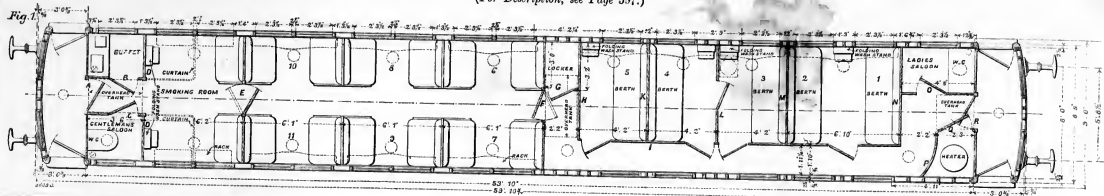
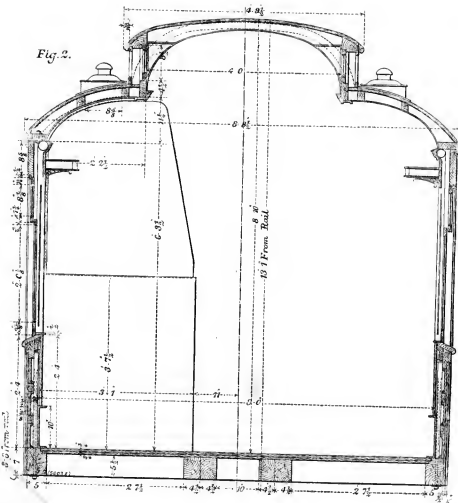


Fig. 2.



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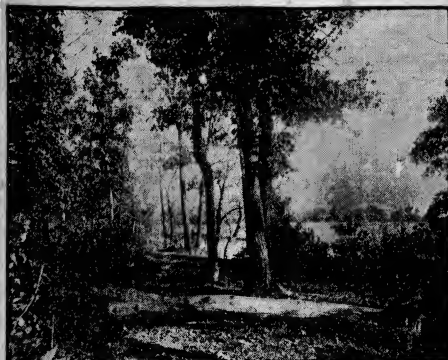
A necessary reform is in the coverings of the seats and lounges. These, instead of being covered with heavy plush velvet and such like rough stuff, to which microbes and germs are peculiarly liable to cling, should be covered with material which could be sterilized or disinfected daily. The heavy plush and other carpets of the floors also should be of a fiber which would allow of disinfection and cleansing. At present such carpets are a horror.

One of the gravest nuisances connected with sleeping cars is that of the car porter, who every morning, with a clothes broom, brushes off from each individual the germ-laden dust accumulated on the journey. This dust fills the car in clouds and is inhaled by the occupants, to their great discomfort and extreme physical danger. Often, too, passengers come aboard who have been recently in houses containing sick or whose clothes are infected by sickness, and these people have any germs which they may carry on their clothes brushed off into the air of the car for their fellow passengers to inhale.

I must also strongly refer to the inadequate toilet facilities. I have often traveled in sleepers containing two wash-basins, in which fifteen to twenty men have to toilet, bathe in thirty minutes. Instead of two basins there should be more and of a more modern and common sense type. In a word, sleeping cars should be, more than any other

PROPOSED TO MAKE WILDWOOD A PUBLIC PARK

Beautiful Pullman Tract on the Banks of the Little Calumet.



Looking South Across The River.

PEOPLÉ living within a radius of four miles of the natural park on the banks of the Little Calumet River, known as Wildwood, are looking to the Special Park commission to take some action which will result in the preservation of this beautiful tract as a public park. Additional interest has been taken in the movement by the transfer a few days ago of this park land by Mrs. George M. Pullman to her two daughters, Mrs. Harriett Pullman Carolan and Mrs. Florence Pullman Lowden. At the next meeting of the commission Alderman Charles Alling proposes to introduce a resolution calling for the appointment of a special committee to wait on the Pullman heirs or their representatives and try to induce them to make a donation of the tract to the city on condition that it be made a public park forever, put in shape for use, and named the Pullman or Sanger Park. Members of the commission have already inspected the site and were delighted with the beauties of this woodland, with its broad, picturesque river view. During the winter the commission will present a report to the City Council embodying a recommendation for the acquisition of this tract and suggesting ways and means through legislation for

the establishment of this and other park reservations.

The accompanying views of Wildwood reveal the virgin beauties of this old homestead. The photographs were taken specially for the commission and tell their own picturesque story. On the west the tract is bounded by Wentworth avenue, the Illinois Central railway company's main tracks skirt the eastern edge of the park, where the homestead of the late Colonel James Bowen lies nestling among fir trees and native oaks, elms, and maples, a couple of hundred feet back from the railroad. The northern boundary of the tract is One Hundred and Twenty-seventh street—the old Blue Island and Riverdale turnpike and the Little Calumet River forms the southern boundary, the water course at this point making a graceful curve to the north before turning south through Riverdale. The tract is at the end of Michigan avenue, on which street the Calumet Electric railway company has tracks laid as far as Gardner's Park, at One Hundred and Twenty-fifth street, two blocks north of the property. The Illinois Central railroad company built a station just outside the eastern boundary of the property, calling it Wildwood, and although trains do

not stop there now the station would be re-established if a park was established there. Although this is private property free access to the glens, ravines, open meadows, and river banks has been enjoyed by the people living in that part of the city and Riverdale, just outside the city limits for many years. The well-trodden footpaths through the wealth of underbrush and the picnic grounds in that vicinity show that the spot is appreciated as well as easily available for the people. The need of a public park reservation in the extreme southern part of the city is shown by the tide of population which is flowing in that direction at a rapid rate. According to the new census the three southern wards—the Thirty-first, Thirty-third, and Thirty-fourth—have grown during the last ten years at the rate of 100 per cent, gaining 124,000 people. These wards now have a population of 169,433, and the Calumet Electric railway system goes through voting precincts which contain a population of 120,000 people all of whom could reach this park by a five-cent fare. The nearest park for them—Jackson—has its southern boundary at Sixty-seventh street, but that end of the park is unimproved. In the southern part of the

Under the Bluffs on the Banks of the Calumet River.

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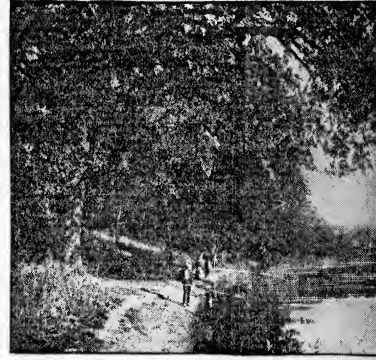


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Nov. 4, 1900.

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Representatives of the Russian Government are in Chicago.

Theodore Schildovsky and Nicholas A. Mautlinger of Moscow are at the Wellington as the representatives of the Russian government. For the last two or three days the party has been visiting the Pullman shops and other places of interest, under the auspices of O. G. Hager, of the Russian legal bureau of Chicago. Mr. Schildovsky is a noted engineer, being assistant to the chief engineer of the Moscow railroad, president of the Society of Mutual Help, consisting of railroad employes; president of the Operative Stores' society of Moscow, and delegate of the Imperial Russian railroad administration.

Mr. Schildovsky is accompanied by his wife, who is not only conversant with the English language, thus serving as an interpreter, but is up in all branches of mechanical and civil engineering. Mr. Reutlinger is assistant manager of the railroad pension committee, as well as a delegate of the Imperial railroad administration.

In speaking to an Inter Ocean reporter last evening of their visit, Mrs. Schildovsky said: "We have nothing but words of praise to offer to America. Our trip, which covers about three weeks, since arriving in New York, has been one of pleasure and observation. A special train was kindly placed at our disposal by the Pennsylvania road, and every possible courtesy extended. We attended the tenth annual international convention of the railroad department of the Y. M. C. A. at Philadelphia, and later visited Washington, where the same courtesy was shown by the Chesapeake and Ohio railroad.

"We visited many places of decided interest, including the ground breaking for the Y. M. C. A. building at Ashland. As the Russian government employed four world-fair railway exhibit in the construction of its great Trans-Siberian railway system, there has been but little to note except its shops and some of the great dirt roads, and the splendid administrative features of some of the railroads. The depot at St. Louis is very fine indeed, but the most important feature was the interlocking system. The Pullman shops were of great interest to us, but we cannot forget that the Trans-Siberian railway has the finest sleeping cars in the world. When this road is completed, some two years hence, we hope to surprise our American friends by its palatial appointments.

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Record.

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Wife of the Song Writer May Have Husband's Suit Dismissed.

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Bowers has also brought an action against Pullman for the recovery of \$100,000 damages for alleged seduction of Mrs. Bowers' affections.

Attorneys representing Mrs. Bowers made the application to Judge Fitzgerald in the Supreme court for the dismissal of the divorce suit for want of prosecution. Attorney Hummel said there was no reason why the case should not have been disposed of before this time. Counsel for Bowers opposed the application, and Judge Fitzgerald took the matter under consideration.

Chronical.

Nov. 11, 1900.

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Alleged Son of Sleeping Car Magnate Arrested at New York.

(Special Telegram.)
New York, Oct. 31.—A man who when arrested gave his name as Gustave Pullman, his age as 35 and who said he had no home, went into the Hotel Victoria in Broadway this afternoon and walked up to the desk. The man was apparently respectable. He asked the clerk to see either George M. Pullman, Jr., or his brother, Sanger Pullman, both of whom are stopping at the hotel. The man wrote the name "Gustave Pullman" on a card and the clerk sent it up to the Pullmans. Word was sent down by George Pullman, Jr., that he could not see the man and wished him ejected from the hotel. The man was ejected.

A few minutes afterward the man returned and said he was the rightful heir of George M. Pullman and demanded \$60,000 as his share of property. He was again ejected, but force

had to be used. About 16 minutes passed and the man came back for the third time. He was again ejected and arrested and taken to the Jefferson street police court, where he was arraigned before Magistrate Mott. George M. Pullman, Jr., told Detective Clifford that the man had bothered him twice in Chicago and had been following them for years. He said that the man had attempted to assault him several times and once struck his brother, Sanger, with an iron bar. He said he had been in jail a year. The prisoner insisted that his name was George M. Pullman and said that years ago in Ind. He said his mother's name was Bering and George Pullman said that was the man's name. The prisoner was sent to Bellevue hospital for insanity into his mental condition.

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Inter Ocean.

Nov. 16, 1900.

CLARA BARTON IS FATIGUED.

Exhausted as a Result of Her Arduous Work in Galveston.

NEW ORLEANS, La., Nov. 16.—Miss Clara Barton and party of the Red Cross society, who have been several weeks in Galveston managing the distribution of relief among the storm sufferers, reached here today in a special car. At Atlanta Miss Barton and her staff will stop for some hours to look after Red Cross work there. Miss Barton took the trip to this city fairly well, though she is much fatigued as a result of her exhausting labors in Galveston, and she is in the care of a physician, who will accompany her to Washington.

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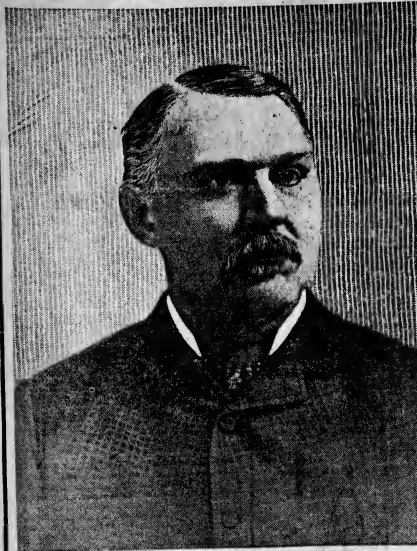
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GALLERY OF LOCAL CELEBRITIES.



NO. XLIV.—NORMAN B. REAM.

Considering the physically and literally big and full-blooded men of business in Chicago, few canvassers of the list will leave out the figure of Norman B. Ream. He has combined shrewd business methods with the spirit of innate good fellowship until "customers" and "friends" have been synonymous wherever he has lived.

He came up the hard road of toll and sentimental to the position of one of the wealthy citizens of Chicago. He was born on a farm in Somerset County, Pa., on Nov. 3, 1844. His parents were Levi and Highly (King) Ream and were of German extraction. The boy grew up on the farm, working in summer and going to district school in winter. One term in a normal school rounded out his education, and at 14 years old he was a teacher himself, rather less proficient in the use of the rod, too, than pleased some of his adult patrons. From teaching he went into the rather precarious business of taking daguerreotypes of the country people, but his cheerful good nature, tact, and business ability was making this business a success when the civil war broke out.

On Sept. 1, 1861, young Ream enlisted in Company H, Eighty-fifth Pennsylvania Volunteers. A commission had been offered to him, but with characteristic modesty and thoroughness he insisted on entering the ranks. He was wounded at Whitmarsh Island, Ga., on Feb. 24, 1862. Again at Wearbottom Church, Va., on July 17, he was badly wounded that he was incapacitated for service. Because of these wounds he resigned in August, 1862. Returning to Pennsylvania he entered a business college in Pittsburgh, going from the school to a clerkship in a general store at Harrodsville, Ky. He was here there until September, 1863. The

businessman told the management of the young man at Bloomington. The surprised young man received a flattering offer from the firm, accepted it, and rose to one of the most responsible positions in the house. He had saved money and in 1860 he went to Dacota, Ia., where he opened a grain and agricultural implement business. Bad road seasons followed, bad debts were contracted, and Mr. Ream failed in integrity, however, and after the Chicago fire he came to this city, becoming a member of the live stock commission firm of Coffman & Ream. He had an extensive acquaintance with stock raisers in some of the best cattle sections of the West, and the business in the firm grew rapidly. The first money cleared from the business went toward the extinguishing of the Iowa debt, and from year to year payments were made until principal and interest were wiped out.

Mr. Ream continued with the firm until 1874, although he withdrew from active work in 1875 and went to the Board of Trade. He was the silent partner of George C. Ball & Co. for two years, withdrawing in 1877 and establishing the Board of Trade firm of N. B. Ream & Co. In 1880 W. W. Clark bought Ream & Co. and in 1884 the firm name was changed to Clark & Co. With Mr. Ream as special partner. On the board Mr. Ream established the reputation of a shrewd trader, and he served as Vice President of the board on several occasions.

He became interested in railroad stocks a good many years ago. An acquaintance with James J. Hill was of mutual profit. It was he who plotted the disorganization of the more and Ohio railroad into the hands of Chicago capitalists. He has always had

MRS. LOWDEN TAKES OUT POLICY FOR \$250,000 AND BREAKS WOMAN'S RECORD.

Daughter of George M. Pullman Becomes the Most Heavily Insured of Her Sex—Husband Puts a Similar Valuation on His Life.

If a human life can be measured in money, Mrs. Florence Pullman Lowden is today the most valuable woman in the world. By policies recently placed, announcement of which was made yesterday, she is insured for a quarter of a million dollars, the heaviest insurance carried by any woman. To avert the possibility of want should she survive him, her husband, Colonel Frank O. Lowden, has taken out policies in a like amount. Together the lives of the man and his wife are worth \$500,000 to the companies interested.

Mrs. Lowden is one of the two daughters of the late George M. Pullman. She has been a beneficiary under his will to the amount of \$1,500,000.

The insurance was secured by H. B. Vail, an actuary, and the policies delivered to Colonel and Mrs. Lowden just previous to their starting with Mrs. Pullman and Mrs. F. J. Carlson for the Pacific coast a few days ago.

The policies are what are known as the "twenty-year life and twenty-year trust." They provide that in the case of the demise of either of the policyholders that the sum of \$12,500 shall become an annuity to the surviving one, or his or her estate, as the case may be. The annual premium rate on the two policies jointly is estimated to be close to \$16,000.

Actuary Vail divided his contract among five companies, each writing policies for \$50,000 for both Colonel and Mrs. Lowden. The companies are the New York Life, Equitable, Massachusetts Mutual Life, United States Life, and Pennsylvania Mutual.

"The five policies, amounting to \$250,000 on the life of Mrs. Lowden," said George W. Riggs of the New York Life, last night, "constitute so far as I know, the heaviest insurance ever written on a woman's life. The two, totaling up to \$500,000, pass all life records in the West."

FOR STANDARD DRAFT GEAR.

George Westinghouse Suggests Action by Railway Officers to Reduce Cost of Freight Car Repairs.

George Westinghouse has written a letter to the Railroad Gazette, the kernel of which suggests that higher officers of which roads fix upon a standard draft gear and coupler for freight cars. The writer constantly inflicted damage by the use of heavy steel gear the damage being end snails of light wooden freight cars and comes greater and greater, making the expense of repairs also greater, not to mention the loss of the use of the cars while they are in the shops.

Mr. Westinghouse says that, as the result of many years' experience, the development of iron now has reached a point where these draft apparatus capable of eliminating nine-tenths of present losses.

Commenting on the letter, the Railroad Gazette says: "The great underlying facts trailroads have, and are, are capacity, and that the cost of repairs to draft gear, already excessive, will become intolerable in heavy service, unless the steel part of the steel with its improved proportioner, that one of the most practical economies of rolling stock, making each unit do out of shape. This involves keeping cars

Ser. 07 Vol. 2

Page 237 frag.

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an ambitious entrepreneur in the West, Chicago, and his investments led to the building of the giant Rookery, in which he had offices. He was the prime mover in

From Princeton young Ream went to Bloomington. In the store of Tom Ashley the young man's mettle was first tried. The store was the largest in the town and the proprietor explained that he had all the help that he needed. Ream wanted a position there, however, and he believed that he knew how to fill it. He called the proprietor's attention to the disordered condition of the stock, and told him that one more good, live stock, and the shop would be better than a news-
To show what he

nearly all
In financial circles Mr. Ream is a multi-millionaire. He has been a member of the New York Stock Exchange for years, is a director in the First National Bank, and in the Illinois Central railroad company.

One of his most interesting investments is in stock farms in various sections of the West. In the vicinity of Osceola, Ia., he is known as "Norm" Ream by many of the old-time residents, none of whom would be surprised to see his good-natured face looking out from under a stouch hat in a village street, his blue overalls tucked in wrinkled boots and his hand clutching a cattle

married in Madison, N. Y.

CORROSION OF STEEL CARS.

Apparently Not a Cause for Anxiety.

If cars made entirely of steel are to have short lives because of corrosion, it is important to know it, because of the numbers which are being built. We considered the subject sufficiently important to secure an expression of opinion from a railroad mechanical officer whom we consider the best authority to be had. His experience covers the period of a little more than two years since the beginning of large orders for steel coal cars, and he finds no evidence that they are being injured by corrosion. He does not say that there has been no corrosion at all, for in the case of a small number of cars which stood on a side track loaded with soft coal for 90 days, some of the hopper plates and door fixtures were corroded, but not more than was to be expected. In fact, as much trouble has been experienced with wooden cars under similar conditions. Sometimes the door fixtures and truss rods of wooden cars have suffered; also the trucks and even the rails. This officer, who, for obvious reasons, does not wish his name used, believes that his experience has been long enough, and we know it has been wide enough, to develop the weakness if it exists. His opinion is reassuring.

In France (see the American Engineer, Vol. LXX, page 171, 1896) Mr. Tolmer, in 1896, found that steel frame cars showed the following proportional losses in section from corrosion and rust:

Cars built in	Life	Loss in per cent
1890	7 years	6.0
1894	3 years	3.18
1898	2 years	3.18

In the same year, 1896, Mr. E. M. Herr, then Assistant Superintendent Motive Power of the Chicago & Northwestern, found that iron locomotive tender frames showed a waste of from 10 to 15 per cent. in section in service varying from 9 to 17 years, the exposure to the weather being noticeably severe upon them, and the use of paint almost wholly neglected. Mr. Tolmer recommends painting steel cars every three years and if this is carefully done the structures are expected to last from 40 to 60 years in France, which is long enough for any part of railroad equipment to become obsolete several times over. Locomotive tenders are subjected to infinitely more severe service than that of coal cars, and there has never been a question of what material should be used for their construction. Neither is wood considered as a better material for the coal space of tenders. If a steel car is thoroughly painted every three years the life of the understructure will be indefinite and, except for repairs due to wrecks, there should be a little expense required, probably much less than with wooden cars. The cost of repairs to a wooden car averages about \$40 per year (Interstate Commerce Commission Statistics), and it is probable that this amount per year will be more than enough to keep steel cars in good condition for several times the life of wooden structures. It has been pretty well established that with wooden cars the repair expense may be divided as follows: Body, 36 per cent.; trucks, 32 per cent.; draft gear, 32 per cent. The trucks and draft gear being common to both, will balance each other, and there remains a steel car body to be maintained against a wooden one for 36 per cent. of the total cost of repairs. It is reasonable at least to expect this ratio to be maintained, and it is probable that the total cost will not be increased by the steel cars in spite of the fact that they carry more freight and are generally used more continuously than the wooden cars.

It is important to design steel cars to prevent the bending or "working" of the plates near the joints because of the opportunity for corrosion which such bending offers. The draft gear question is also important, and much more so as the capacities increase. Those ordering large steel cars, or large capacity cars of any type, should take up this question carefully or their draft gear troubles will enormously increase.

Summed up in a few words, the situation seems to warrant

this conclusion: That steel cars, or any other cars, should not be used for the storage of soft coal, for any length of time, particularly where exposed to the weather; steel cars should be painted thoroughly and often enough; the draft gear should be adequate to meet the demands upon it, and if these precautions are taken steel cars ought to be practically indestructible, or at least as much so as steel bridges; that is to say, they will outlive their usefulness.

Record.

Nov. 30, 1900.

PARDON FOR A CHICAGO NEGRO.

Man Whose Considerance Was Retrayed for 225 Gains His Pardon.

Edward Cole, who was captured in Chicago several months ago and returned to the Tennessee penitentiary to serve out an unexpired term, was released yesterday upon a pardon granted the day before by Gov. McMillin of that state. He was presented by the warden with a new suit of clothes and transportation to Memphis, whence he will leave for Chicago in a few days.

Cole is a young colored man who was sent to the penitentiary for eight years on a charge of burglary, but escaped after serving convict with Cole, met him in Chicago after escape; with Cole, had been in liberty for six years and had married and was living an honest life.

Cole took Washington to his home and provided for him. Washington borrowed \$5 cents from Cole and telegraphed to Tennessee, telling his whereabouts and claiming the \$25 reward offered.

Cole says he will try to secure his place with the Pullman Company which he had to vacate when arrested in this city.

RECORD.

Nov. 27, 1900.

DEMAND A \$50 TARIFF.

POSITION OF ESWORTH LEAGUE.

Members Do Not Grant Rate They Want They'll Not Hold Next Meeting at San Francisco.

Members of the Esworth league have issued an ultimatum to the western railroads. They have demanded that unless they are granted a round-trip rate of 450 from Chicago for their biennial convention, scheduled to be held in San Francisco next July, they will express their regrets to the chairmen of the Golden Gate city and hold their meeting in some eastern or central western city.

That the \$50 rate will be forthcoming, however, is regarded as practically certain. Officials of the railroads composing the Northwestern Passenger association will meet in this city Friday to resume wrestling with the proposition of authorities the granting of a \$50 rate where they left off in a more or less exhausted condition at St. Louis late last week.

Several of the association lines have shown pronounced opposition to the proposition, but most of the lines, picturing a heavy trade the harvest and the season reaped from carrying 15,000 or 20,000 passengers and their friends from points in the central west to San Francisco, are holding their best efforts to have the rate authorized.

Branch to Crystal Falls Opened.

Special to The Chicago Mail. Crystal Falls, Mich., Nov. 26.—The Milwaukee road started trains over its branch to this city today and the event was celebrated by an excursion from here to Channahon, Ill., and back. Four passenger trains a day each way are upon the line and each day a sleeper is run here in the morning and back to Milwaukee in the evening. Passengers arrive one and one-half hours earlier and leave one and one-half hours later than on the Northwestern.

Notes of the Mail.

Chicago, Nov. 27, 1900. (Continued from page 237.)

The round trip from points in their territory, and which the State of Ill. may pay for no more than 5 cents and a fare and one-third from the points from which the bonds is more than 5 cents, to enable students and teachers at seats of learning to visit their homes at holiday time. These rates will be granted only upon the presentation of certificates from officers of the institutions with which the teachers and students are connected.

The Washburn has introduced a "steamer" train in its suburban service. This train is scheduled to leave the Dearborn street station Thursday and Saturday 11:30 a. m., running as far as Crystal River (Lafayette road) "occasional" limited train will leave Chicago at 12:05 p. m. instead of 12:00 p. m. The Chicago-Detroit express has been discontinued. The Chicago-Detroit express has been discontinued. The Chicago-Detroit express has been discontinued. The Chicago-Detroit express has been discontinued.

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CORROSION OF STEEL CARS.

Apparently Not a Cause for Anxiety.

If cars made entirely of steel are to have short lives because of corrosion, it is important to know it, because of the numbers which are being built. We considered the subject sufficiently important to secure an expression of opinion from a railroad mechanical officer whom we consider the best authority to be had. His experience covers the period of a little more than two years since the beginning of large orders for steel coal cars, and he finds no evidence that they are being injured by corrosion. He does not say that there has been no corrosion at all, for in the case of a small number of cars which stood on a side track loaded with soft coal for 90 days, some of the hopper plates and door fixtures were corroded, but not more than was to be expected. In fact, as much trouble has been experienced with wooden cars under similar conditions. Sometimes the door fixtures and truss rods of wooden cars have suffered; also the trucks and even the rails. This officer, who, for obvious reasons, does not wish his name used, believes that his experience has been long enough, and we know it has been wide enough, to develop the weakness if it exists. His opinion is reassuring.

In France (see the American Engineer, Vol. LXIX., page 171, 1896) Mr. Tolmer, in 1896, found that steel frame cars showed the following proportional losses in section from corrosion and rust:

Cars built in	Life	Loss in per cent
1890.....	27 years	6.0
1891.....	26 years	6.0
1892.....	25 years	5.18

In the same year, 1896, Mr. E. M. Herr, then Assistant Superintendent Motive Power of the Chicago & Northwestern, found that iron locomotive tender frames showed a waste of from 10 to 15 per cent, in section in service varying from 9 to 17 years, the exposure to the weather being noticeably severe upon them, and the use of paint almost wholly neglected. Mr. Tolmer recommends painting steel cars every three years and if this is carefully done the structures are expected to last from 40 to 60 years in France, which is long enough for any part of railroad equipment to become obsolete several times over. Locomotive tenders are subjected to infinitely more severe service than that of coal cars, and there has never been a question of what material should be used for their construction. Neither is wood considered as a better material for the coal space of tenders. If a steel car is thoroughly painted every three years the life of the understructure will be indefinite and, except for repairs due to wrecks, there should be a little expense required, probably much less than with wooden cars. The cost of repairs to a wooden car averages about \$40 per year (Inferstate Commerce Commission Statistics), and it is probable that this amount per year will be more than enough to keep steel cars in good condition for several times the life of wooden structures. It has been pretty well established that with wooden cars the repair expense may be divided as follows: Body, 36 per cent.; trucks, 32 per cent.; draft gear, 32 per cent. The trucks and draft gear being common to both, will balance each other, and there remains a steel car body to be maintained against a wooden one for 36 per cent. of the total cost of repairs. It is reasonable at least to expect this ratio to be maintained, and it is probable that the total cost will not be increased by the steel cars in spite of the fact that they carry more freight and are generally used more continuously than the wooden cars.

It is important to design steel cars to prevent the bending or "working" of the plates near the joints because of the opportunity for corrosion which such bending offers. The draft gear question is also important, and much more so as the capacity cars of one type, should take up this question carefully or their draft gear troubles will enormously increase.

Summed up in a few words, the situation seems to warrant

this conclusion: That steel cars, or any other cars, should not be used for the storage of soft coal, for any length of time, particularly where exposed to the weather; steel cars should be painted thoroughly and often enough; the draft gear should be adequate to meet the demands upon it, and if these precautions are taken steel cars ought to be practically indestructible, or at least as much so as steel bridges; that is to say, they will outlive their usefulness.

Record.

Nov. 30, 1900.

PARDON FOR A CHICAGO NEGRO.

Man Whose Conscience Was Betrayed for \$25 Gains His Freedom.

Edward Cole, who was captured in Chicago several months ago and returned to the Tennessee penitentiary to serve out an unexpired term, was released yesterday upon a pardon granted by the day before by Gov. McMillin of that state. He was presented by the warden with a new suit of clothes and transportation to Memphis, whence he will leave for Chicago in a few days. Cole is a young colored man who was sent to the penitentiary for eight years on a charge of burglary, but escaped after serving one year. Charles Washington, who was a convict with Cole, met him in Chicago after Cole had been at liberty for six years and had married and was living in his home and provided for him, Washington himself receiving from Cole and telegraphed to Tennessee, telling "Cole" whereabouts and Cole says he will try to secure his place with the Pullman company which he had to leave when arrested in this city.

RECORD.

Nov. 27, 1900.

DEMAND A \$50 TARIFF.

POSITION OF EPWORTH LEAGUE

Methodists Decline That if Western Roads Do Not Grant Rate They Want They'll Not Hold Next Meeting at San Francisco.

Members of the Epworth league have issued an ultimatum to the western railroads. They have decided that unless they are granted a road-rail rate of \$50 from Chicago for their biennial convention, July, they will express their regret at their meeting in some eastern or central western city.

That the \$50 rate will be forthcoming, however, is regarded as practically certain. Officials of the railroads composing the West Bureau in this city Friday to resume the granting of a \$50 rate where they left off in a more or less exhausted condition at St. Louis late last week.

Several resolutions were adopted which shown pronounced opposition to the proposition, but most of the lines, picturing in rapae from about 15,000 to 20,000 delegates and their friends from points in the central west to San Francisco, are awaiting their best efforts to have the rate authorized.

Branch to Crystal Falls Opened. Special to the Chicago Record.—The Crystal Falls, Mich., Nov. 27.—The Milwaukee road started trains over its branch to this city today and the event was celebrated by an excursion from here to Channing this evening.

Four passenger trains a day each way are upon the line and a Sunday sleeper is run in the evening. Passengers arrive one and one-half hours earlier and leave one and one-half hours later than on the Northwestern.

Notes of the Mail.

Western Railway Mail Service. (Special Agent)

of the road, first from points in their territory from which the basis of local currency rates is not more than 3 cents and a fare and one-third from points from which the basis is more than 3 cents, to enable students and teachers at seats of learning to visit their homes at holiday time. These rates will be granted only upon the presentation of certificates from officers of the institutions with which the teachers and students are connected.

The Western has introduced a "winter" train in suburban service. This train is scheduled to leave the Western street station Thursdays and Saturdays at 11:00 a. m., running as far west as Lawrenceville that road's "commutal" half-train will leave Chicago at 12:02 p. m. Instead of dismounting, a Chicago-Walton express has been introduced which has been limited on that train heretofore will be attached to the Milwaukee "commutal" train at Muller at 8 a. m. and transferred at Muller to the "commutal" train.

DEPARTURE FOR A...

Nov. 27, 1900.

Inter Ocean

INTER OCEAN
DEC. 2, 1900.

239

There was received at police headquarters today to the effect that a clerk of the Seaboard Air Line had been arrested at Fern-
Steamship
Clerk Charged
with Theft.
 The money taken by this clerk was lost through speculation with the firm of C. B. Lawrence & Co., that recently failed here, and the principals of which are now under arrest.

Chronical.

Nov. 21, 1900.

PULLMAN CLAIMER IN COURT

Man Who Hopes for Magistrate's Son
 Averts Place.

Gustav Behring, who claims to be a son of the late George M. Pullman, promiscuous Justice Prindiville that he would keep away from the home of Frank O. Lowden and the Pullman residence and not bother them in the future. Behring made this promise in order to escape paying a fine of \$50 and costs which the magistrate had imposed and who agreed to suspend the fine if the prisoner lived up to his promise.

Behring admitted having called at the home of Mr. Lowden and his wife on two occasions within the past two weeks. His object in calling, he said, was to have an interview with Mrs. Lowden, and who agreed the first time and when he appeared again last Friday night an officer from the Harrison street station placed him under arrest.

Behring has been arrested many times on complaint of the Pullmans and Lowden families and always conducted his own case. Yesterday, however, he was represented by an attorney, who, after the disposition of the case had been made, remarked that proceedings would be brought against the Pullman estate by Behring to establish his claim of being a son of the late George M. Pullman.

DEPT. POST.

Nov. 20, 1900.

The mistress of Johnny Jones and Sister Sue, is about to go east for keeps. Her vivacious grace and wit have been and will be missed in many literary and social circles here. Perhaps Johnny Jones and Sister Sue will not be missed, every body does not agree with their owners that these demoralized fox terriers were the most important members of their household, and it appears that the mistress discriminates against them. Does must be relegated to the baggage car, and knowing this their mistress does not see how she can travel with an easy mind in a Pullman palace car. She has conferred with her four-fouled favorites and gathered their canine remonstrances, which she has forwarded to the officials of the road.

Why, the doxies plead, why go back on the noble sentiment you have conveyed in the letters borne not only on your porters' caps but on every part of the coach from which you would now call us? P. P. C.—every one knows that man Four Friends Chiens, or, if you prefer the English version, Pullman Perfidious Canines. This is the gist of their argument, couched in more pathetic phrases. Now the many people who like the lady and despise the dogs are waiting to see whether they can carry their point.

THE OMBASMAN.

FAST RAILWAY RIVEL

Reductions in Time That Have Been
 Made in Recent Years.

MAJOR WEBB'S WORK

First to Improve Service Between
 New York and Chicago.

Was an Enthusiast on Rapid Trans-
 it, Holland Says—Commercial
 Importance of Alaska.

(Copyright, 1900, by the Philadelphia Press.)

NEW YORK, Dec. 1.—If H. Walter Webb were alive and the head of the operating department of the New York Central railway system, as he was in 1893, he would probably have read with more interest than any one else in this city the dispatch published this morning asserting that the Pennsylvania Railway company is contemplating the putting on of a train either way between New York and Chicago that will make the trip in about eighteen hours. Major Webb used to say that the time was not far distant when the New York Central would be compelled by public demand, and probably the Pennsylvania as well, to reduce the time service between New York and Chicago so that no longer would an entire business day be lost by those who are compelled to go from one of these cities to the other.

Major Webb was an enthusiast upon the subject of fast railway travel. It was he who conceived and put into operation the Empire state express which travels between New York city and Buffalo at a rate of speed which, if maintained west of Buffalo, would bring a traveler who left New York at 8:30 o'clock in the morning into Chicago at about 11 o'clock at night.

It was Major Webb's dream to place in regular daily service between New York and Chicago, over the New York Central and Lake Shore systems a train either way that would save for the traveler the best part of the business day in either city. Other railway managers smiled at his enthusiasm. Some of them said that a train of that kind would not pay. Others felt that it might not be safe to run a train at the high rate of speed required every day in the year, although there was no doubt that with special precautions and preparations a train might be run for exhibition or advertising purposes once in a while at that rate of speed.

Insisted on a Train.

Major Webb, however, insisted upon his right to make the experiment. His employees were entirely willing that he should undertake this thing, not as an experiment, but as a permanent service, just as the Empire state express was established with permanent in view. But in railway transportation, as the managers of the roads have discovered, there are other interests and other authorities that must be consulted before some of the greater undertakings can be permitted. And it was discovered that some of the other trunk lines objected emphatically and persistently to the proposition made by Major Webb that he should put on a train between New York and Chicago that would make the distance practically in a night.

Major Webb used to say that such objections were due solely to the fact that, by reason of difficult ground, the trunk lines could not match the proposed exploit, and he thought it was rather hard upon business men, who would be rejoiced if they were able to do business in Chicago or New York upon any given day and then take a train at the close of business hours and be in the other city soon after the opening of the exchanges the next day, that they should be deprived of this privilege through the inability of other railway lines to carry on a service of that kind.

There was a compromise, and Major Webb was permitted by it to establish the World's Fair express, with the understanding that it should be run no longer than the six months of the international exhibition at Chicago. That train was maintained at a profit, although a considerable excess fare was charged. Furthermore, with only two or three trifling exceptions, it made the time scheduled, so that a business man occupied here during the hours of the exchanges was able, at 8 o'clock, to take a train fitted up with every luxury with the certainty, almost, that he would find himself in Chicago soon after the opening of the exchanges there the next day.

Difference in Time Eastward.

By reason of the difference in time it was a little more difficult to deliver the mob of making satisfactory time when coming east, but a passenger southbound arrived here at 11 o'clock, and all through the six months were daily instances of business men attending directors' meetings or business in a financial part of the city, and upon the next morning the same thing in Chicago, or vice versa.

Mechanically, scientifically, this an experiment, that lasted six months, was an absolute success. Major Webb demonstrated that Chicago and New York could be made only a night apart, instead of the time of the hour and a half, which was the time of the limited expresses then running. His demonstration had some influence in the East. C. F. Clark, president of the New York and New Haven, was earnestly bought by some of his young assistants to let them put on one train each way a day, at the rate that would cover the distance between New York and Boston in five hours. Mr. Clark consented, although he told the writer that the train was put on more as an advertisement than with any expectation that it would pay. But it did pay. It paid so well that another one making the distance between New York and Boston, and another later, was established, making the trip in about five hours and a half.

Since Major Webb first put on the Empire State and the World's Fair expresses, some great improvements in railway equipments have been made, and there have been expended many millions in straightening or reducing curves. The steel stiff rail has been generally adopted, certainly by the New York Central; more powerful engines have been constructed, and various other apparatus have been devised which now make it possible for other roads, notably the Pennsylvania, in spite of the fact that they are mountain-climbing roads, to match the exploits of the New York Central, which runs along nature's valleys and on the level of the shores of the great lakes from New York to Chicago.

Plans for Shorter Time.

Therefore, it is presumed that the time may be accurate, although now premature, to report that the Pennsylvania management is thinking seriously of an eighteen or nineteen hour train between New York and Chicago—premature in the sense that the plans may not have been perfected. But it is said here that if it is possible to haul a train from Pittsburgh to New York in about nine hours it ought to be possible for that corporation to haul a train from Pittsburgh, Chicago, and New York, the distance between Pittsburgh and New York is almost exactly the distance between New York and Buffalo, and now, for ten New York Central trains, the time between New York and Buffalo is about

little over

for next

Word was received at police headquarters today to the effect that a clerk of the Seaboard Air Line has been arrested at Ferrisburgh, N. Y., for the theft of \$2000 from the firm of C. H. Lawrence & Co., which recently failed here, and the principals of which are now under arrest.

Chronical.

Nov. 21, 1900.

PULLMAN CLAIMER IN COURT

Man Who Poses as *John Muggan's* Son Avoids Fine.

Gustav Behring, who claims to be a son of the late George M. Pullman, promised Justice Prindleville that he would keep away from the home of Frank O. Lowden and the Pullman residence and not bother them in the future. Behring made this promise in order to escape paying a fine of \$50 and costs which the magistrate had imposed and which he agreed to suspend the fine if the prisoner lived up to his promise.

Behring admitted having called at the home of Mr. Lowden, 212 Prairie avenue, on two occasions within the past two weeks. His object in calling, he said, was to have an interview with Mrs. Lowden, who he met the first time and when he appeared last Friday night an officer from the Harrison street station placed him under arrest.

Behring has been arrested many times on complaint of the Pullmans and under arrest. Yesterday, however, he was represented by an attorney, who, after the disposition of the case had been made, remarked that proceedings would be brought against the Pullman estate by Behring to establish his claim of being a son of the late George M. Pullman.

DEPT. POST.

Nov. 20, 1900.

The mistress of Johnny Jones and Sister Sue is about to be arrested for the same vicious grace and her husband's genial wit will be missed in many a home and social circles here. Perhaps Johnny Jones and Sister Sue will not be missed, as nobody does not agree with their owners that these demoralized sex ferriers were the most important members of their household, and it appears that the railroads discriminate against them. Dogs must be relegated to the baggage car, and knowing this their mistress does not see how she can travel with an easy mind in a Pullman palace car. She has conferred with her four-footed favorites and gathered their canine remonstrances, which she has forwarded to the officials of the road.

Why, the doggies plead, why go back on the noble sentiment you have conveyed in the letters borne not only on your porters' caps, but on every part of the coach from which you would now exile us? P. P. C.—every one knows that means Four Friends Chimes. Or, if you prefer the English version, Pullman Permits Chimes. This is the gist of their argument, couched in more pathetic phrases. Now the many people who like the lady and despise the dogs are waiting to see whether they will carry their point. **THIS OBSERVE.**

FAST RAILWAY TRAVEL

Reductions in Time That Have Been Made in Recent Years.

MAJOR WEBB'S WORK

First to Improve Service Between New York and Chicago.

Was an Enthusiast on Rapid Transit, Holland Says—Commercial Importance of Alstah.

(Copyright, 1900, by the Western Press.)
NEW YORK, Dec. 1.—If H. Walter Webb were alive and the head of the operating department of the New York Central railway system, as he was in 1893, he would probably have read with more interest than any one else in this city the dispatch published this morning asserting that the Pennsylvania Railway company is contemplating the putting on of a train either way between New York and Chicago that will make the trip in about eighteen hours. Major Webb used to say that the time was not far distant when the New York Central would be compelled by public demand, and probably the Pennsylvania as well, to reduce the time service between New York and Chicago so that no longer would an entire business day be lost by those who are compelled to go from one of these cities to the other.

Major Webb was an enthusiast upon the subject of fast railway travel. It was he who conceived and put into operation the Empire state express which travels between New York city and Buffalo at a rate of speed which, if maintained west of Buffalo, would bring a traveler who left New York at 8:30 o'clock in the morning into Chicago at about 11 o'clock at night.

It was Major Webb's dream to place in regular daily service between New York and Chicago, over the New York Central and Lake Shore systems a train either way that would save for the traveler the best part of the business day in either city. Other railway managers snickered at his enthusiasm. Some of them said that a train of that kind would not pay. Others felt that it might not be safe to run a train at the high rate of speed required every day in the year, although there was no doubt that with special precautions and preparations a train might be run for exhibition or advertising purposes even in a while at that rate of speed.

Insisted on a Trial.
Major Webb, however, insisted upon his right to make the experiment. His employers were entirely willing that he should undertake this thing, not as an experiment, but as a permanent service, just as the Empire state express was established with permanency in view. But in railway transportation, as the managers of the roads have discovered, there are other interests and other authorities that must be consulted before the greater undertakings can be permitted. And it was discovered that some of the other trunk lines objected emphatically and persistently to the proposition made by Major Webb that he should put on a train between New York and Chicago that would make the distance practically in a night.

Major Webb used to say that these objections were due solely to the fact that, by reason of dilapidated freight, other trunk lines could not match the proposed schedule, and he thought it was rather hard upon business men, who would be rejected if they were about to do business in Chicago or New York upon any given day and then take a train at the close of business hours from either of these cities after the opening of business hours of the next day, that they should be deprived of this privilege through the fault of other railway lines to carry on a service of fast kind.

There was a compromise, and Major Webb was permitted by it to establish the World's Fair express, with the understanding that it should be run no longer than the six months of the international exhibition at Chicago. That train was maintained at a profit, although a considerable excess fare was charged. Furthermore, with only two or three trifling exceptions, it made the time scheduled, so that a business man occupied here during the hours of the exchanges was able, at 3 o'clock, to take a train fitted up with every luxury with the certainty, almost, that he would find himself in Chicago soon after the opening of the exchanges there the next day.

Difference in Time Eastward.

By reason of the difference in time it was a little more difficult to solve the problem of making satisfactory time service available, but a passenger eastbound arrived here at 11 o'clock, and all through that summer there was a daily instance of a business man attending directors' meetings or business in a financial part of the city, and upon the next day doing the same thing in Chicago, or vice versa.

Mechanically, scientifically, this experiment, that lasted six months, was an absolute success. Major Webb demonstrated that Chicago and New York could be made only a night apart, instead of twenty-four hours apart, which was the time of the limited expresses then running. His demonstration had some influence in the East. C. P. Clark, president of the New York and New Haven, was earnestly besought by some of his young assistants to let them put on one train each way a day, at least, that would cover the distance between New York and Bescon in five hours. Mr. Clark consented, although he told the writer that the train was put on more as an advertisement than with any expectation that it would pay. But it did pay. It paid so well that another one making the distance in four hours was put in service, and another, later, was established, making the trip in about five hours and a half.

Since Major Webb first put on the Empire State and the World's Fair expresses, some great improvements in railway service have been made, and there have been extended many millions in straightening or re-curveing curves. The steepest grades in the New York Central; more powerful locomotives have been constructed, and various other apparatus have been devised, which now make it possible for other roads, notably the Pennsylvania, in spite of the fact that they are mountain-climbing roads, to make the exploits of the New York Central, which runs along nature's valleys and on the level of the tops of the great lakes from New York to Chicago.

Plans for Shorter Time.

Therefore, it is presumed here that it may be accurate, although now premature, to report that the Pennsylvania management is thinking seriously of an eighteen or a nineteen hour train between New York and Chicago—premature in the sense that the same may not have been perfected. But it is said here that if it is possible for the Pennsylvania to haul a train from Philadelphia to New York about nine hours, it ought to be possible for that corporation to haul a train from Pittsburgh to Chicago in the same time. The distance between these two cities is not as great as it is made to be. It is almost exactly the distance between New York and Buffalo, and now, for the New York Central to make a train that will service between those

See next page



DECORATIVE ART IN AMERICAN CARS.

(By Mae Pearson.)



AMONG the most striking and remarkable features of American progress, as viewed by our visitors from abroad, is the luxuriousness of our means of travel. From the days when the Grand Duke Alexis, a quarter-century ago, voiced his astonishment and delight at the flying palaces in which he was borne from city to city in the United States, there has been an unbroken chorus of praise, from our cousins of other lands.

Ours is a country of long distances, and these invite the traveler to be generous to himself in the matter of comfort in traveling. Generally the best of anything is none too good for any American who has the money to spend for it. The popularizing of the luxuries of travel in this country early built up a great industrial



FIRST CAR BUILT BY MR. PULLMAN.

interest and stimulated enterprise in the investment of capital. The history of the Pullman Company is interesting as an illustration of the possibilities in the field of American industry, and what may be termed pure abstract sentiment has played a greater part than is commonly known.

Mere cost and splendor are not matters of wonder in any great interest which contributes to the enjoyment of the people. Our hotels vie with the palaces of royalty in magnificence of architecture and decoration. Our public libraries are distinguished not only for their great collections of books, but also for the dignity and magnitude of the buildings prepared for them. The real wonder in respect of the American palace car is



LAST CAR BUILT BY THE PULLMAN CO.

that its evolution has been in lines of good taste and not of barbaric display. It might have been apprehended that so rapid a development of the moving palace, and so generous a patronage as it received, would present the temptation to supply adornments more conspicuous than artistic. Fortunately, the management of the palace car companies has been responsive, from the first, to all the suggestions of artistic taste which have influenced the architecture and furnishing of the present age.

Never before have the details of building and furnishing been studied in the light of true art, and subjected to criticism so searching as within the present generation. Ruskin revealed to the people the real foundations of art. William Morris applied to the furnishing of interiors the canons of good taste. Eastlake contributed his happy suggestions. An atmosphere of unpretentious luxury, of richness without vulgarity, of solid substantial worth, pervades the homes of the wealthy and cultured here, as in the most favored seats of the nobility of Europe; and in all the progress that has been made the palace car has led, rather than followed.

One of the rigorous rules of modern furnishing is the avoidance of shams, and even the appearance of shams. The cheap table of old days was required to be hidden from sight by a rich covering. The genuine mahogany of the present time does not need this, and

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DECORATIVE ART

DECORATIVE ART IN AMERICAN CARS.

(By Mac Pearson.)



AMONG the most striking and remarkable features of American progress, as viewed by our visitors from abroad, is the luxuriousness of our means of travel. From the days when the Grand Duke Alexis, a quarter-century ago, voiced his astonishment and delight at the flying palaces in which he was borne from city to city in the United States, there has been an unbroken chorus of praise, from our cousins of other lands.

Ours is a country of long distances, and these invite the traveler to be generous to himself in the matter of comfort in traveling. Generally the best of anything is none too good for any American who has the money to spend for it. The popularizing of the luxuries of travel in this country early built up a great industrial



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THE FINE ARTS JOURNAL.

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PRIVATE CAR OF PRESIDENT DIAZ—Spanish Style.

will not tolerate concealment. Brick is no longer painted to resemble marble, nor is soft pine grained to look like hard wood, and the materials of the palace car are what they appear to be; they are genuine.

A feature of the Italian Renaissance is the simplicity of its lines, and the elimination of much ornament which was found to be obstructive to light and airiness. The palace car of to-day illustrates this style in its general outlines, and in its details.

Plain polished surfaces have succeeded elaborate carvings. But for its perfect, polished surface, the wood work remains as natural in appearance, and simple in its contour.

There is an absence of the old-time hangings and fringes, which proved unsuitable as to material and were objectionable for many reasons. Practical common sense suggested the change. The present day tolerates nothing that accumulates dust, or that needlessly obstructs the circulation of air. The heavy woollens of the old portieres, like the flutings in the old mantles, and the huge cornices of the old windows, poisoned the air with their accumulations. To-day the palace car has lightest of window curtains, and drapings for the doorways, small mirrors with unpretentious frames—all are hygienic as well as artistic.

The effects of color are among the most important considerations from an esthetic point of view. The harmony of agreement, rather than of contrast, is the desideratum. The rich but subdued tints which meet the eye in the palace car of the present day are delightful to a cultured taste. That which is harmonious and beautiful has been recognized as having an incitive

energy of its own, capable, in its way, of exerting a strong educative influence upon the people. We know, too, that probably from no other one source has there sprung so widely diffused an education, so general an ambition in the direction of interior decorative art, the effect of which is seen in thousands of American homes of to-day, as has come from the beautiful object lessons which these cars have carried to the remotest regions of the country. All this we know just as well as we know that the massive weight and strength of the Pullman car have saved hundreds of lives in railway disasters, and that the Pullman standard of weight, solidity and beauty of ornamentation has set the pace which has been followed in the construction of the passenger cars in use upon all the roads in this country.

When we go down to the foundation of the furnisher's art, we find it to be the real suitability of the object to the purpose for which it is designed. "The only way a piece of furniture can be artistic," says Mr. Edward Bok in a recent edition of the Ladies' Home Journal, "is when it serves its special purpose. This means simplicity, which, in turn, means utility." Every material, every device which enters into the make-up of the palace car has been tested by the standard of utility. Plush has been retained, as preferable, on the whole, to leather, though the latter might be preferred by many if the conditions were different. Leather answers best for lounges in our libraries, but proves very unserviceable for the usage which it must receive in a car. Umbrellas, hat pins, grips, boxes and bundles render it unsightly after very little usage; nor is it so restful and



PRIVATE CAR OF PRESIDENT DIAZ—Louis XV Style.

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THE FINE ARTS JOURNAL.

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The illustrations accompanying this article include



INTERIOR, PRIVATE CAR OF PRESIDENT DIAZ—Louis XV Style.

the best partitions that have been devised to meet the necessary requirements; but these and all other suggestions of the night are wholly removed by day; and the traveler enjoys the charms of an elegantly appointed drawing-room throughout his waking hours.

The eye is delighted with the rich harmony of color; with the broad expanses of polished woods in all their native beauty, untouched by sacrilegious paint; their delicate borders of chaste marquetry designs; with unobtrusive mirrors; with soft carpets, etc., all rich in their simple elegance, and restful in their influence upon the mind. I have spoken of the educative influence of

three views of the president's car in the magnificent train built by the Pullman Company for the Mexican government. There are also presented views of the first sleeping car ever made by Mr. Pullman and of the last one built by the Pullman Company. In the first of these can be seen the upper bunks, which were covered with oil-cloth, and were pushed up to the ceiling, and retained there when not in use. From this rude beginning constant improvement has been made in a never-lagging evolution to the splendid triumph of luxury in travel which is shown by the sleeping car of the present day.



"DIANA THE HUNTRESS."
After Drawing by Miss Julie Raymond.



—COURTESY ANDERSON GALLERY.

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DECEMBER, 1900. AMERICAN ENGINEER AND RAILROAD JOURNAL 869

COAL CARS OF 80,000 POUNDS CAPACITY.

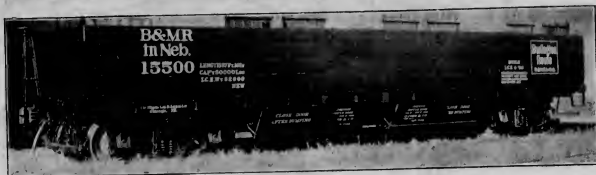
Chicago, Burlington & Quincy Railroad.

The new coal cars of 40 tons capacity, of which 500 have been built, for the Chicago, Burlington & Quincy Railroad, have several interesting features. The cars are low and are mounted upon low trucks of the diamond frame type, with 5 by 9 in. steel axles. They are all for use in the coal trade, and in order to adapt them to other kinds of service the ends are fitted with doors hinged to fold down inside the cars and against the floors, as shown in Fig. 2. The order was divided

in braces, as shown in Fig. 3. The chief dimensions of the cars are as follows:

80,000-Pound Coal Cars, C. B. & Q. R. R.	
Length over end sills	27 ft. 10 in.
Length of box	27 ft. 3 1/2 in.
Width over side sills	9 ft. 5 in.
Width of box inside	9 ft. 4 in.
Height, top of rail to floor	3 ft. 7 1/2 in.
Height, top of rail to top of box	7 ft. 4 1/2 in.
Depth of box	3 ft. 10 1/2 in.
Height, top of rail to sills	3 ft. 7 in.
Distance, center to center of trucks	27 ft. 7 1/2 in.
Trucker, wheel base	8 ft. 2 in.
Weight of cars when new	32,000 lbs.

The hopper openings are 7 ft. 10 in. by 2 ft. 3 in., and these



Coal Car, 80,000 Pounds Capacity—C. B. & Q. R. R.
 Fig. 1.—Showing Johnson Hopper Doors.

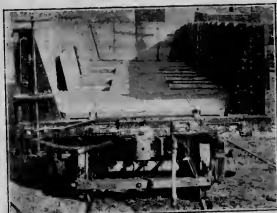


Fig. 2.—Interior View, Showing Open End and Floor Trap Doors.

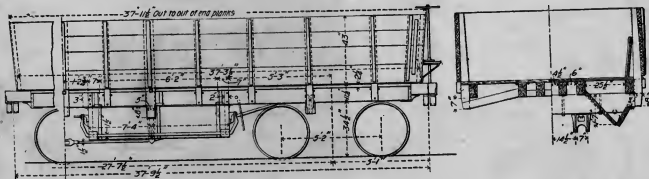
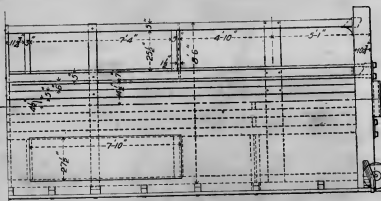


Fig. 3.—Elevation, Plan and Section.

into two lots, of which 300 are plain gondolas to be unloaded by shoveling, while the remainder have Johnson hoppers and hopper doors. Our engravings illustrate the hopper cars, the others being similar to these in general features, but they weigh 29,600 lbs., or 2,400 lbs. less than the hopper cars.

All the cars have six sills, their arrangement on the plain cars being such as to permit of attaching hoppers if desired. The stakes are inside of the siding and five of them on each side of the car extend below the side sills to receive 5 by 2 1/2

are covered by hinged doors which may be closed at will. When the car is to be unloaded through the hoppers these doors are opened, as in Fig. 2, before loading. The construction of the hoppers is clearly shown in the engravings. Unloading through hoppers is advantageous in the matter of cost, as about half the load may be discharged by gravity, and such cars are becoming so common that shippers are fitting up their trestles to accommodate them.

In Fig. 3 in the upper right-hand corner of the plan view

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DECEMBER, 1900. AMERICAN ENGINEER AND RAILROAD JOURNAL 869

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Chicago, Burlington & Quincy Railroad.

The new coal cars of 20 tons capacity, of which 500 have been built, for the Chicago, Burlington & Quincy Railroad, have several interesting features. The cars are low and are mounted upon low trucks of the diamond frame type, with 5 by 9 in. steel axles. They are all for use in the coal trade, and in order to adapt them to other kinds of service the ends are fitted with doors hinged to fold down inside the cars and against the floors, as shown in Fig. 2. The order was divided

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Width of box inside	5 ft. 5 in.
Width of box outside	5 ft. 4 in.
Height, top of rail to floor	3 ft. 7 1/2 in.
Height, top of rail to top of box	5 ft. 6 1/2 in.
Height, top of rail to sills	5 ft. 10 1/2 in.
Depth of box	3 ft. 4 in.
Distance, center to center of trucks	37 ft. 7 1/2 in.
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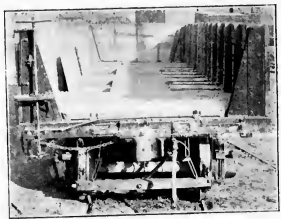
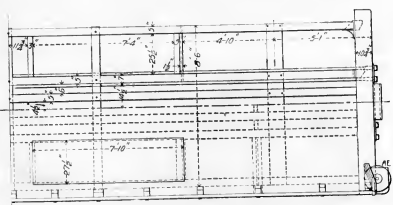


Fig. 2.—Interior View, Showing Open End and Floor Trap Doors.

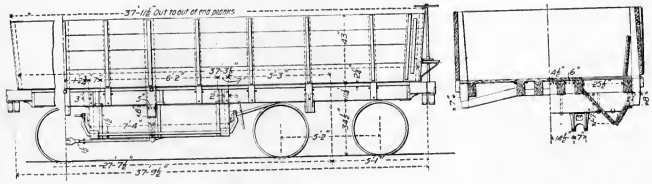


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STERLINGWORTH STEEL CARS.

Mention has been made previously of the twin hopper cars built by the Sterlingworth Railway Supply Company of Easton, Pa., for the Delaware Lackawanna & Western Railroad, and by the courtesy of the builders we are enabled to present detail

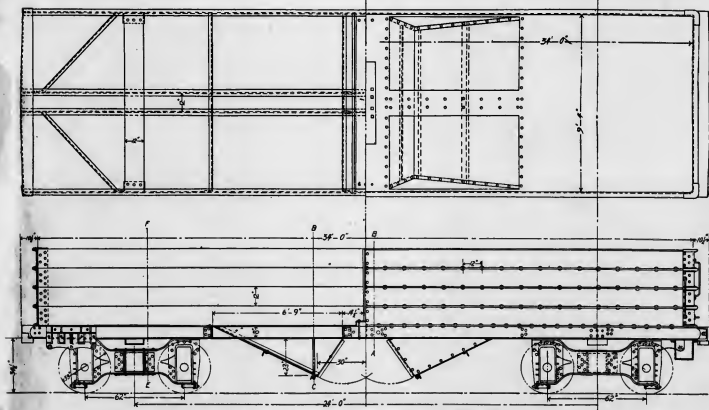
inspection of the detail drawings indicates the use of all apparently necessary fastenings. The shapes used have a considerable influence upon the number of rivets necessary. The sills are 8-inch I-beams and the sides are made up of 12-inch channels, with flanges outside, and riveted through the flanges. The corners are finished with malleable corner bands, having pockets



THE STERLINGWORTH STEEL CAR.

drawings and engravings from photographs of the cars herewith. As most of our readers know, this car is made of structural shapes, but it is worth while to call attention to the fact that the rivets with which the parts are connected are so disposed that the loading of the car does not come in contact with

to receive the flanges of the sides and ends, and riveted through the web of the channels with five rivets to each. The floor is made up of 1/2-inch plate, secured at the sides by the same rivets which secure the first side channel to the sills. The sills are of a weight of 20 1/2 pounds per foot, and the channel sides of the



PLAN AND SIDE ELEVATION OF STERLINGWORTH STEEL CAR.

them. The extent to which this feature will add to the durability of the car in the direction of preventing some of the evil effects of corrosion cannot be definitely predicted until the cars have been longer in service.

It is claimed for the car that it has 72 less parts and 740 less rivets than any of its predecessors in the same line, yet an

same weight. The method of fastening gives an unbroken surface to the interior of the body, which is obviously an advantage in unloading and cleaning.

The bolsters are of heavy channel section, 35 pounds per foot, and the connection with the side sills is made by means of a malleable casting. The hopper construction is clearly shown

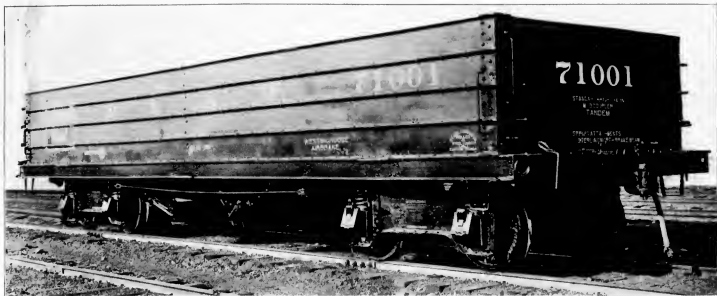
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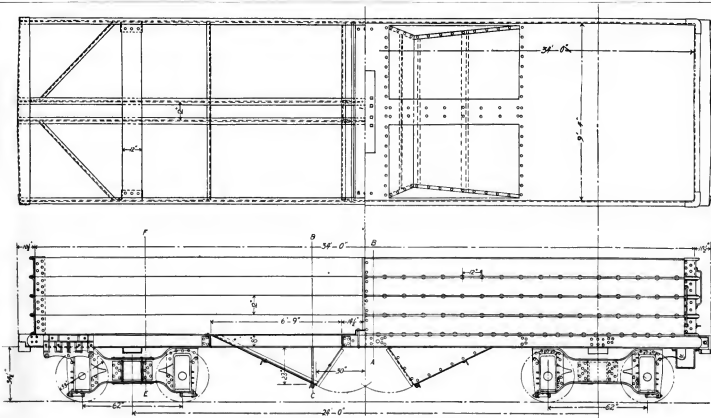
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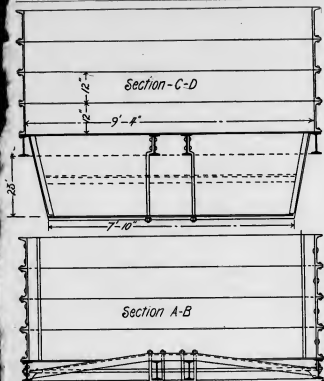
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THE RAILWAY AGE

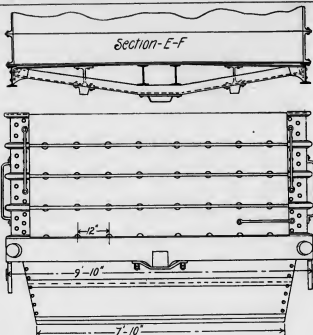
Notes and News.

The line engravings. Interior dimensions are 34 feet by 9 feet inside, the width being contracted to 7 feet 10 inches at the door of the hoppers. The opening at the mouth of the car is 6 feet 9 inches in length. The ends of the body are strengthened by braces running from near the ends of the centre

The first test of the Murphy third-rail system, which has been installed in the B. & O. tunnel at Baltimore, in place of the overhead trolley, was made on January 5 in the presence of Mr. W. D. Young, electrical engineer of the Baltimore & Ohio, J. McLeod Murphy, the inventor of the system, and others.



SECTIONS OF STERLINGWORTH CAR.



END ELEVATION AND SECTION OF STERLINGWORTH CAR.

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The line engravings include plan, side and end elevations of sections at points shown on the larger views. The engravings from photographs show one of the cars complete and a line composed of a number of them drawn by a Delaware Lackawanna & Western engine. These engravings give an excellent

Though the system was installed at the risk of the inventor, an hour's severe test is reported to have been successful in every respect. A public test will be made on January 15.

A tall office building, it is stated, will be built by the New York Central & Hudson River at Forty-second street and Depew place, New York, the present site of the annex to the Grand



TRAIN OF STERLINGWORTH STEEL CARS—DELAWARE LACKAWANNA & WESTERN.

he simplicity of the constructive lines, and suggest the and durability which are claimed as principal features.

Saint Louis Railway Club.

programme for the regular meeting of the Saint Louis Railway Club, to be held on January 11, includes the paper which will be held over from the December meeting, on "The Method of Running Trains Through the Saint Louis Tunnel," by Mr. Morris Wherpel, Jr., and the discussion of "Question Box" series not finally disposed of at the last meeting. The paper will be illustrated by the use of the stereopticon.

Central station into which incoming trains run. Part of the building will be used for railroad offices, to supplement those in the upper part of the Grand Central. The improvements in connection with the remodeling of the station are now practically done. The baggage departments of all lines have been concentrated on the Vanderbilt avenue side of the building.

Disimilarity in the character of legislation concerning railways by adjoining States is sometimes a serious matter. Referring to the scarcity of freight cars in Kansas just now, which is affecting business unfavorably, a State official says: "The railroads are using all their cars in the South, moving the cotton crop. They have a law in Texas that requires rail-

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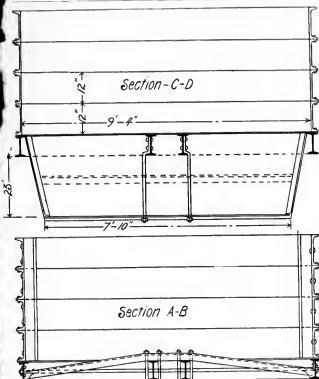
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The line engravings. Interior dimensions are 34 feet by 9 feet inside, the width being contracted to 7 feet 10 inches at the door of the hoppers. The opening at the mouth of the car is 6 feet 9 inches in length. The ends of the body are strengthened by braces running from near the ends of the centre

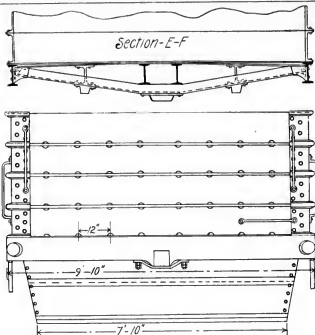


SECTIONS OF STERLINGWORTH CAR.

to the side sills, near the point of connection with the car, as shown in the plan herewith.

The line engravings include plan, side and end elevations and sections at points shown on the larger views. The engravings from photographs show one of the cars complete and a series composed of a number of them drawn by a Delaware Lackawanna & Western engine. These engravings give an excellent

The first test of the Murphy third-rail system, which has been installed in the B. & O. tunnel at Baltimore, in place of the overhead trolley, was made on January 5 in the presence of Mr. W. D. Young, electrical engineer of the Baltimore & Ohio, J. McLeod Murphy, the inventor of the system, and others.



END ELEVATION AND SECTION OF STERLINGWORTH CAR.

Though the system was installed at the risk of the inventor, an hour's severe test is reported to have been successful in every respect. A public test will be made on January 15.

A tall office building, it is stated, will be built by the New York Central & Hudson River at Forty-second street and Depew place, New York, the present site of the annex to the Grand



TRAIN OF STERLINGWORTH STEEL CARS—DELAWARE LACKAWANNA & WESTERN.

the simplicity of the constructive lines, and suggest the and durability which are claimed as principal features.

Saint Louis Railway Club.

programme for the regular meeting of the Saint Louis Railway Club, to be held on January 11, includes the paper which will be held over from the December meeting, on "The Method of Building Trains Through the Saint Louis Tunnel," by Mr. Morris Wuerpel, Jr., and the discussion of "Question Box" series not finally disposed of at the last meeting. The paper will be illustrated by the use of the stereopticon.

Central station into which incoming trains run. Part of the building will be used for railroad offices, to supplement those in the upper part of the Grand Central. The improvements in connection with the remodeling of the station are now practically done. The baggage departments of all lines have been concentrated on the Vanderbilt avenue side of the building.

Dissimilarity in the character of legislation concerning railroads by adjoining States is sometimes a serious matter. Referring to the scarcity of freight cars in Kansas just now, which is affecting business unfavorably, a State official says: "The railroads are using all their cars in the South, moving the cotton crop. They have a law in Texas that requires rail-

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ways to furnish cars, so Kansas, which has no such law, must wait till Texas gets through with the cars. The Kansas elevators are filled with wheat, and it is impossible to get cars to move it. As a result, deposits in our banks have run down and there are more overdrafts."

The Washington branch of the American Anti-Trust League will present to Congress reasons why Senate bills 1929 and 2329, giving the Pennsylvania and Baltimore & Ohio railways public lands and money to the extent of \$3,000,000, in the city of Washington, for terminal improvements, should not be passed.

Plans are being perfected for extensive improvements on the terminals of the Grand Trunk at Portland, Me. Several new wharves and freight sheds are contemplated, and the building of a new grain elevator is under consideration. It is reported that the betterments will be ready for next winter's business.

Plans are reported to have been adopted tentatively by the New York Central & Hudson River for the creation of a sub-surface terminal station beneath the Grand Central station in New York. If this project is carried through, the underground terminal will be used for suburban trains, employing probably some motive power other than steam. A loop within the station, similar to that in the subsurface department of the South station in Boston, which has not yet been brought into service, is contemplated as a part of the undertaking. If this notion shall be carried out the New York Central's underground station and the rapid transit tunnel in Forty-second street will be on the same level, and passageways from one to the other will be provided.

The Raquette Lake Railway, in the Adirondacks, 18 miles long, built by the late Collis P. Huntington and other property owners on Raquette Lake, to replace an old stage line, will be operated hereafter under contract for a period of years by the New York Central & Hudson River. Mr. Huntington owned a majority of the stock.

Northern Pacific and Great Northern have jointly agreed to reduce passenger rates in Montana and Idaho from cents to 3 cents per mile, making the local rate now on both roads 3 cents a mile between Saint Paul and Puget Sound. This completes a movement long ago inaugurated, and has no significance as to the rumored alliance between these roads.

The promoters of the Troy Tippecanoe & Dayton, a proposed road to connect the three Ohio towns named and about 20 miles in length, are in negotiation with the Compressed Air Company of New York for its equipment to operate under their system.

It is stated that \$1,000,000 will be expended in grade reduction and curve elimination upon the Kansas lines of the Union Pacific, a part of which are used jointly by that road and the Rock Island.

Petitions are in circulation in towns on the eastern shore of Narragansett Bay, between Providence and Fall River, requesting the New York New Haven & Hartford to build an elevated road in Providence 1 mile long, from the present terminus of the Providence Fall River & Bristol branch on India street to the union station. Since the branch referred to was converted into an electric road connection with other parts of Providence has been secured over the street railway system of that city. The railway company is said to favor the proposal.

Arrangements have been made for certain consolidations of the New York New Haven & Hartford's operating divisions. The eastern district hereafter will consist of the Plymouth, Taunton, Providence, Midland and Worcester divisions. The Taunton, New London and Norwich divisions will constitute the Shore Line division. In the Western district the Air Line and Northampton divisions will be united, and the Danbury division will be attached to the New York division.

At the junior meeting of the American Society of Mechanical Engineers, held at a society rooms, New York, on January 8, Mr. Cornelius Vanderbilt presented a paper upon "Locomotive Boilers."

A meeting of the shareholders of the Bahia & San Francisco Railroad of Brazil, held in London on January 4, approved the sale of the road to the Brazilian government for £2,250,000 in 4 per cent sterling bonds, besides a cash payment for all stores and £10,000 as compensation to the directors and employees in London for the loss of their positions.

At a meeting held on January 8 of a general committee of citizens of Chicago interested in the Sanitary District, a commission of five experts was recommended to be appointed by the sanitary trustees to assist in bringing about as speedily as possible a settlement of the conflicting interests involved in the drainage canal and the Chicago River. The interests are represented by the Sanitary District, the city of Chicago, the State of Illinois and the United States Government. The recommendation provides that the experts shall not be connected with either of these bodies in an official capacity and that con-

sulting associates shall be appointed by the secretary of the superintendent of public works and corporation court of the city of Chicago, the State board of health and city department, the Board of Trade, Real Estate Board and River Improvement Association.

A Geneva correspondent of the London Mail credits an engineer with the invention of a mechanical brake which stop a train running 50 miles an hour within 60 feet. The count does not state what means will be used to prevent passengers from still going on.

The secretary of State of Wisconsin reports that the has paid out over \$20,000 for railroad transportation months under the operations of the anti-pass law. He does refer to the fact that the railroads have paid to the State times that amount in increased taxes.

It is stated that the Canadian Pacific Railroad will put a double passenger service between New York and Puget Sound on May 1, and that the Imperial Limited will make the from Puget Sound to New York via Montreal, a distance 3,511 miles, in 80 hours, or 20 hours less than heretofore.

According to newspaper report there is discussion in ranks of the Order of Railway Telegraphers, those who expulsion of the 500 or so members who remained and did not respond to the strike order. The chief clerk of President's pain is represented by the Saint Louis Globe-Democrat as making the following extraordinary statements: "We called off strike, it is true, but it was not a victory for the railroads. On the contrary, the contest has only just begun. Nearly our members at small stations are agents for the railroad. They sell tickets and route freight when they are at the key. It will be a very easy matter to let shippers passengers know that the Santa Fe is unfriendly to the order. Wherever there is a competing line it is very easy for the agent to sell a ticket over the rival line and also to route freight the dividends as nothing else could. Thousands of dollars tickets and freight will be lost to the system at each station where one of our members is agent."

The Three Eyes road—Indiana, Illinois & Iowa—now rates a belt line 203 miles long around Chicago, from the Mississippi River at Clinton, Ill., to Lake Michigan at Saint Joseph, Mich. It has recently completed an extension from Street Ill., west to Ladd, 42 miles, and from Ladd to Clinton, 60 miles has trackage rights over the C. B. & Q.

MORE ABOUT COMPRESSED AIR FOR TRACTION.

The performance of the Hardie compressed air motor on the cross-town lines of the Metropolitan Street Railway in New York continues to attract a great deal of attention. The fact that the railway has ordered 50 motors from the Compressed Air Company, to be built at the latter's works at Rome, N. Y., lends additional interest to the subject and to the following article, which appears in the January number of Compressed Air, just issued:

The most interesting installation probably ever yet made of motor cars operated by compressed air is that of the Metropolitan Street Railway Company of New York. It is interesting especially in the fact that it is a complete installation, and that cars being operated upon the line either night or day by compressed air cars. In this plant, as elsewhere in compressed air trials, it would seem that the best conditions were not the first insisted upon. Indeed, some mistakes were evidently made. The tracks of this line were clearly and handsomely some ten years ago for light horse cars of that time, and no thought of any heavier traffic, and the track had not been maintained in proper condition, and upon this track the air cars were started. The tracks have since been relaid, and are now in fair condition for the service. We cannot but think also that it was a rash and risky thing to do to start a permanent system of this responsible character with a single unit of supply of the power house. However perfect and adequate the apparatus there are too many possibilities of accident or derangement the risk to be taken. The compressor in use is also of a larger capacity than the present service requires, it having been designed in contemplation of partially supplying a much more extensive service, which it was hoped would be, and is now definitely expected will be, developed. The compressor is capable of supplying three times the number of cars in service, or of supplying three times each day the business of that line at present supplies. The compressor is now run at 270 revolutions per minute, when it might be run at 75 revolutions, a larger force of men, of course, would be required for the increased speed, although a few more men would be required in the shed.

The following is an official statement of the running of the present cars since they have been in steady operation.

Manufactures -- Supplies.

New Car Equipment.

The Georgia Southern & Florida has ordered four cars from Barney & Smith.

The Atchison Topeka & Santa Fe is reported in the market for a number of passenger cars.

The Hocking Valley is reported in the market for 1,000 freight cars, presumably coal.

The Lehigh Valley has ordered 50 mining cars from the American Car & Foundry Company.

The Southern Pacific has ordered 200 stock cars from the American Car & Foundry Company.

The Chicago Rock Island & Pacific is asking prices on 1,000 freight cars of 60,000 pounds' capacity.

The American Car & Foundry Company are building one copper-lined tank car for shipment to Mexico.

The Delaware & Hudson has placed an order with the American Car & Foundry Company for 100 mining cars.

The Atchison Topeka & Santa Fe is having one refrigerator car built by the American Car & Foundry Company.

The St. Louis & San Francisco has ordered three furniture cars of the American Car & Foundry Company.

Nelson Morris & Co. have placed an order with the Illinois Car & Equipment Company for 100 refrigerator cars.

The American Car & Foundry Company have orders from miscellaneous companies for 30 tank and nine logging cars.

The Rodger Ballast Car Company have placed an order with the American Car & Foundry Company for 20 ballast cars.

The Northern Pacific has placed an order with the Pullman Company for 44 coaches, two dining and two combination cars.

The Fairchild & Northeastern has ordered five flat cars of 60,000 pounds' capacity from the American Car & Foundry Company.

The American Steel Foundry Company of Saint Louis have received an order from the Goodwin Car Company for 40 Goodwin steel cars.

The Pennsylvania has placed the order for 1,000 frame flat cars with the Pressed Steel Car Company. They will be of 80,000 pounds' capacity.

The Northwestern Elevated Railroad of Chicago has placed an order with the American Car & Foundry Company for 25 passenger and five motor cars.

The New York Central & Hudson River has placed an order with the Pullman Company for 25 passenger cars for suburban service, to be delivered in February and March.

The Swift Refrigerator Transportation Company has placed an order for 200 refrigerator cars with the American Car & Foundry Company to be delivered in February.

Detroit dispatches announce that the American Car & Foundry Company have received an order for 940 cars for the Northern Railway of Spain, to be built at the Detroit plant.

The Cleveland Cincinnati Chicago & St. Louis has placed an order for 1,500 box cars with the Pullman Company and for 500 box and 700 coal cars with the American Car & Foundry Company.

The Pacific Coast Company have built during the past year for the Columbia & Puget Sound 15 coal cars, 8 flats, 1 rock car and 10 log trucks, and have bought material for five additional coal cars. Box and flat cars are also to be bought.

The Cleveland Cincinnati Chicago & St. Louis has placed an order for 1,500 box cars with the Pullman Company. It is stated that the remainder of the order for 200 box and 700 coal cars will probably be given to the American Car & Foundry Company.

The order recently placed by the New York Ontario & Western with the American Car & Foundry Company, mentioned in this column last week, calls for 475 40-ton double hopper gondolas, 8 feet 6 inches high from top of rail, 8 feet 6 inches wide inside and 36 feet long, equipped with Westinghouse brakes, Sterling worth brakebeams, Gould couplers, Butler drawbar attachments, National springs and Brady Brass Company's journal bearings.

A Record in Car Building.

On November 5 the Chicago Burlington & Quincy Railroad placed an order with the Pullman Company for three 60-foot mail cars, the equipment being urgently needed for a new train. As November 6 fell on election day, the Pullman shops were closed, and actual work was not begun until November 7. On November 17 the cars were delivered to the C. B. & Q., fully equipped and ready for service, the time consumed in constructing the cars complete, including bodies, trucks and interior fittings, having been but ten days.

merely is behind time, and it rarely leaves either city with an empty seat.

Should the Pennsylvania undertake an eighteen-hour train between Chicago and New York, there is no doubt the New York Central would immediately match that exploit, and these demonstrations, it is believed, would give an impetus to rapid railway traveling that would result in a considerable reduction of time between the Atlantic seaboard and the middle West, and even the Pacific coast.

The best scientific opinion is that it would be inexpedient for railway managers to think of running trains for long distances at a higher rate of speed than from fifty-two to fifty-three miles an hour, and that not because it is impossible to get or maintain a higher rate of speed, but because the element of safety becomes a more and more important factor after great speed has been secured; not that there is much greater danger to an exceedingly fast train, running upon a thoroughly well-equipped roadbed and itself equipped with the best apparatus, than to a slower one, but because the problem of stopping becomes a much more complicated and difficult one after high speed has been attained.

Computations by Westinghouse.

George Westinghouse, some years ago, made an elaborate computation showing the highest rate of speed possible to obtain within the limits of safety. He figured that an engineer could see clearly warning signals only at a distance of so many yards. He figured, too, what the rate of speed must be if an engineer, after seeing danger signals, was to be able to stop his engine before the danger point was reached, and it was Mr.

Westinghouse's conclusion that the limit of safety, bearing these considerations in mind, was a speed of not much more than fifty-three miles an hour.

It is for that reason that no faith is placed in the reports, so frequently read, of purposes to construct electric railways that will be able to obtain and maintain a speed say of 100 miles an hour. Perhaps some inventive genius may, by and by, discover some method that will take the place of the scrutinizing eye of the railway engineer which would give him abundant warning when running at sixty miles an hour, so that he could stop his train in time to prevent accident.

But the experience of the Empire state expresses, which, with the regularity of the clock for ten years, has made time at the rate of nearly fifty-three miles an hour for a little more than eight hours, makes it certain that with the proper roadbed and other equipment it is not a dangerous speed to maintain.

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Rapid Car Construction.

A recent change in the schedules of mail trains rendered it necessary for the Chicago, Burlington & Quincy Ry. Co., to obtain some new mail cars on very short notice. In the fall of 1899, the Pullman Company was requested to furnish at the earliest possible moment three 60-ft. mail cars of the latest design, fully equipped and ready for service. The order was entirely unexpected, the cars had to be built out of the material in the rough and yet the three cars were delivered to the railway on the morning of Nov. 17.

As Nov. 6 was election day, the shops were closed and no work was done with the exception of some transportation of material by a gang of laborers. This makes the time consumed in constructing the cars complete, including bodies, trucks and interior fittings, but 10 days—certainly a feat. On the interior the letter and paper cases were finished in shellac and varnish and the rest in white. The exteriors were given a priming coat, putted, twice rough-stuffed, rubbed, two coats of coal, stripping and lettering in gold leaf and finally one coat of varnish. No work was done after 8:00 p. m.

As the speed with which the work was accomplished will probably excite some speculation as to the schedule on which it was done, we have obtained and here present this schedule. Immediately on receipt of the order on Nov. 5, which was Monday, the draftsmen were started on the plans and dimensions sufficient to enable the shop to get the materials started on the mills and frames were set out early in the afternoon. The mall racks and fittings were ordered to be shipped by express. On Tuesday no shop work was done beyond a little transfer of material—the laborers working about two hours in the morning, but important work was thus given the drafting room to get out the plans.

On Wednesday the work was started in earnest and the Pullman Company praises the enthusiasm with which the men joined in the work. That evening the frame was "field down." On Thursday the underframe was mounted and the body was built under way. Friday night by 8:00 p. m. the body was completed and a coat of primer was put on that night. This makes but a little over three days for erection. Saturday, Nov. 10, the bodies were allowed to dry, and Sunday they were putted. Monday the first coat of rough-stuff was applied and on Tuesday the second. Wednesday they were rubbed down and on Thursday two coats of color were applied and the gold leaf lettering and striping done.

Of course, the color was made thin and to dry rapidly and there was no difficulty in shortly following the second coat with the leaf, but it will be remembered that there is quite an amount of lettering on a mail car. On Friday the color was varnished and they left the shop and were delivered to the railway company Saturday morning Dec. 17. While the speed with which the bodies were prepared, erected and painted naturally determined the progress of the work, it will be appreciated that much other work had to be performed with promptness. The letter and paper cases involve much work and it may be remarked that an alteration in the plan of these which caused no small delay was ordered when they were half completed. Another delay was caused by a decision to place a skylight in the roof above the letter case after the roof had been completed, and end doors were ordered in the vestibules rather late.

The trucks, of course, involved no special consideration, but some parts of the iron work needed in the framing of necessity occasioned urgent work in order not to hold back the erecting gang. The tipping for gas and heat, the mall racks and the lamp and other fixtures and appointments were naturally to be kept in mind, and it may be said that in no detail of construction or equipment was there any slighting done or makeshift resorted to in order to save time. Withal the management states that should another occasion arise even this time will be beaten.

The use of steel in the entire construction of coal, gondola and hopper cars has progressed so rapidly in the last couple of years as to make this type of car representative of modern practice. There seems to be no further questioning as to the superiority of the all-steel car in the service for which these cars are adapted. The transportation of coal and ore was obviously the field to which the steel car was most applicable and consequently attention was first given to supplying the needs of this traffic. Once having demonstrated its very great efficiency in this service the demands of the field thus opened have taxed the resources of the builders to an extent which has hitherto relegated to the future any extended consideration of steel as a material in box car general construction.

Recently, however, there seems to have arisen a movement tending to the production of a box car in which steel shall enter, if not exclusively, at least very largely into the general construction. Inasmuch as the steel cars hitherto built consist wholly of steel—have no wood entering into their construction, the following of a similar plan in the construction of a box car is a natural suggestion. In some quarters extended consideration has been given to plans of such a nature and in one case even a few such cars have been built. But it seems questionable if the adoption of steel exclusively in the construction of a box car is the most logical plan to be followed, or if the construction of the car along such lines would best fit it for the conditions of its service. In a coal or an ore car a load occupies a space which is not only uniform in size, but is of minimum mass dimensions. In consequence, the substitution of steel for wood in the body of the car can be most happily made, for the strength made necessary by the concentration of the load can be gained with a diminution in weight of the construction thereby.

With a box car, however, the case is very different. The dimensions of the load, the weight of the car, are relatively large and with regard to the necessary strength the construction of the sides, ends and roof of steel would cause the car to have a greater weight than if these parts were built of wood. For the sills and underframing or their equivalents, however, there can be no question but that steel offers inviting possibilities. And in this as in the steel truck it is doubtful whether any one particular method of construction will be settled upon as being the best from all points of view. There are over a dozen steel trucks upon the market—each being a first-class truck and yet each radically differing from the others in constructive details. Very probably a similar state of affairs will develop in the steel under-framing of the future box car.

In view of the above it seems reasonable to suppose the box car of the future (and let us hope of the near future) will take the essential lines of an underframing of steel and a body of wood, with possibly doors of pressed steel. It remains then to consider the body framing, and steel shapes in light sections seem to offer an excellent construction in this regard. Angles and tee shapes can be readily utilized and are easily procured. Viewing such a car from the standpoint of damage in possible wrecks it would seem very well adapted to railroad conditions, for the heavy steel underframing would not be liable to suffer much. The wooden body could be more easily repaired than one of

In another column we give an incident of remarkably rapid passenger car construction. While it is true that the necessity of such rapidity of construction should be avoided if, best results are to be obtained, it is equally true that it is exceedingly impossible to avoid such necessity. Moreover, when such a demand disturbs the whole shop more or less, and demoralizes the progress of other work for the time being, yet an occasional cull of the nature is not an unmixcd calamity to my shop. If indeed it does not really benefit the shop, it tests the resources of the shop—in material, of men, of the staff and of the whole shop organization. It is well that such a test be occasionally applied. It calls attention to the weak spots as well as to the good ones and brings out views which is lacking in various directions. It tends to prevent dry rot in men and methods, brings the office and the men into closer affiliations and infuses new life into the whole plant through the necessity of getting everybody working earnestly to a common end. And finally, when the demand has been met there exists a unanimity of satisfaction and pride in an exceptionally well accomplished feat, which incidentally increases the spirit with which the ordinary run of work is undertaken.

American.

Dec. 10, 1900.

NEW ROAD IS LICENSED

Southern Railway Company Starts With \$3,000,000 Capital.

Special to the Chicago American. Springfield, Ill., Dec. 10.—The Secretary of State today licensed the incorporation of the Southern Railway Company, with a capital of \$3,000,000 and principal offices in Louisville, Knoxville & St. Louis, to operate the line of 100 miles from Louisville to St. Louis, recently sold under a decree of the court. The directors are: Alexander P. Humphreys, Louisville; Edward C. Kramer, East St. Louis; Thomas W. Scott, Fall River; Buford Wilson and Philip Barton Warren, Springfield.

Record.

Dec. 11, 1900.

MRS. PULLMAN MAKES DENIAL.

Widow of the Palace Car Magnate Says She is Not to Wed Barry. Special to the Chicago Record. Hot Springs, Ark., Dec. 10.—Sitting in luxurious apartments at the Arlington hotel to-night the widow of the late George M. Pullman, the palace-car magnate, said of a report to the effect that she was engaged to marry General Barry, the portrait artist of New York: "It is absolutely preposterous and nothing can be done to add credence to it. It is the statement that I am now engaged to marry or to wed General Barry." Mrs. Pullman said Mr. Barry had painted portraits of herself and her mother and had been commissioned to remodel and redecorate her residence in Chicago, "but marry him? oh, no, no, no, never!"

Rapid Car Construction.

A recent change in the schedule of mail trains required it necessary for the Chicago, Burlington & Quincy Ry. Co., to build cars on very short notice. In the forenoon of Nov. 5, the Pullman Company was requested to furnish at the earliest possible moment three 60-ft. mail cars of the latest design, fully equipped and ready for service. The order was entirely unexpected, the cars had to be built complete from the material in the shop and yet the three cars were delivered to the railway on the morning of Nov. 17.

As Nov. 6 was a working day of some and no work was done with the exception of some transportation of material by a gang of laborers. This makes the time consumed in constructing the cars complete, including bodies, trucks and interior fittings, but 10 days—certainly a feat. On the interiors the letter and paper cases were finished in shellac and varnish and the rest in white. The exteriors were given a priming coat, puttied, twice rough-sanded, rubbed, two coats of coal, stripping and lettering in gold leaf and finally one coat of varnish. No work was done after 8:00 p. m.

As the speed with which the work was accomplished will probably excite some speculation as to the schedule on which it was done, we have obtained and here present this information immediately on receipt of the order on Nov. 5, which was Monday, the draftsmen were started on the plans and dimensions sufficient to enable the shop to get the material started on the 6th and framing were sent out early in the afternoon. On the 7th the car fittings were ordered to be shipped by express. On Tuesday no shop work was done beyond a little transfer of material—the laborers working about two hours in the morning, but opportunity was thus given the drafting room to get the plans.

On Wednesday the work was started in earnest and the Pullman Company praises the enthusiasm with which the men joined in the work. That evening the frame was "held down." On Thursday the frame was mounted and the body was under way. Friday night by 8:00 p. m. the body was completed and a coat of primer was put on that night. This makes but a little over three days for the erection. Saturday, Nov. 10, the bodies were allowed to dry, and Sunday they were puttied. Monday the first coat of rough-stuff was applied and on Tuesday the second. Wednesday they were roughed down and on Thursday two coats of color were applied and the gold leaf lettering and striping done.

Of course, the color was made thin and to dry rapidly and there was no difficulty in shortly following with the second coat of color, but it will be remembered that there is quite an amount of lettering on a mail car. On Friday the cars were varnished and they left the shop and were delivered to the railway company Saturday morning Dec. 17. While the speed with which the bodies were prepared, erected and painted naturally determined the progress of the work, it will be appreciated that much other work had to be performed with promptness. The letter and paper cases involve much rough work and it may be remarked that at an alteration in the plan of these which caused no small delay was ordered when they were half completed. Another delay was caused by a decision to place a skylight in the roof above the letter case after the roof had been completed, and end doors were ordered in the vestibules rather late.

The trucks, of course, involved no especial consideration, but some parts of the iron work needed in the framing of necessity occasioned urgent work in order not to hold back the creec gang. The piping for gas and heat, the nail marks and the lamp details and appointments were naturally to be kept in mind, and it may be said that in no slighting done or makeshift resorted to in order to save time. Withal the equipment was there as should another occasion arise even this time will be beaten.

The use of steel in the entire construction of coal, gondola and hopper cars has progressed so rapidly in the last couple of years as to make this type of car representative of modern practice. There seems to be no further questioning as to the superiority of the all-steel car in the service for which these cars are adapted. The transportation of coal and ore was obviously the field to which the steel car was most applicable and consequently attention was first given to supplying the needs of this traffic. This having demonstrated its very great efficiency in this service the demand for the steel car has spread over the resources of the builder to an extent which has hitherto relegated to the future any extended consideration of steel as a material in box car general construction.

Recently, however, there seems to have arisen a movement tending to the production of a box car in which steel shall enter, if not exclusively, at least very largely into the general construction. Inasmuch as the steel cars hitherto built consist wholly of steel—have no wood entering into their construction, the following of a similar plan in the construction of a box car is a natural suggestion. In some quarters extended consideration has been given to plans of such a nature and in one case even a few such cars have been built. But it seems questionable if the adoption of steel exclusively in the construction of a box car is the most logical plan to be followed, or if the construction of the car along such lines would best fit it for the conditions of its service. In a coal or ore car a car load occupies a space which is not only uniform in size, but is of minimum space dimensions. In consequence, the substitution of steel for wood in the body of the car can be most happily made, for the strength made necessary by the concentration of the load may be gained with a diminution in weight of the construction thereby.

With a box car, however, the case is very different. The dimensions of the load receptacle or body, are relatively large and with regard to the necessary strength the construction of the sides, ends and roof of steel would cause the car to have a greater weight than if these parts were built of wood. For the sides and underframing or their equivalents, however, there can be no question but that steel offers inviting possibilities, and in this as in the steel truck it is doubtful whether any one particular method of construction will be settled upon as being the best from all points of view. There are over a dozen steel trucks upon the market—each being a first-class truck and yet each radically differing from the others in constructive details. Very probably a similar state of affairs will develop in the steel underframing of the future box car.

In view of the above it seems reasonable to suppose the box car of the future (and let us hope of the near future) will take the essential lines of an underframing of steel and a body of wood, with possibly dotted lines of pressed steel. It remains then to consider the body framing, and steel shapes in light sections seem to offer an excellent construction in this regard. Angles and tee shapes can be readily utilized and are easily procured. Viewing such a car from the standpoint of damage in possible wrecks it would seem very well adapted to railroad conditions, for the heavy steel underframing would not be liable to suffer much. The wooden body could be more easily repaired than one of steel. It is therefore, in our opinion, a more desirable body than that of steel, and as far as the body is concerned, it is preferable to the present all-steel car. It is, however, in the underframing that the steel car has the advantage. The steel car is stronger and more rigid than the wooden car, and it is in this respect that the steel car is superior to the wooden car. The steel car is also more durable and more resistant to fire than the wooden car. The steel car is also more economical in the long run, as it requires less maintenance and has a longer life.

In another column we give an account of remarkably rapid passenger car construction. While it is true that the necessity of such rapidity of construction should be avoided if best results are to be obtained, it is equally true that it is occasionally impossible to avoid such necessity. Moreover, while such a demand disturbs the whole shop more or less and demoralizes the progress of other work for the time being, yet an occasional call of this nature is not an unusual calamity to any shop. If indeed it does not really benefit the shop, it tests the resources of the shop—in material, of the men of the staff and of the whole shop organization. It is well that such a test be occasionally applied. It calls attention to the weak spots, as well as to the good ones and brings out vividly what is lacking in various directions. It tends to prevent dry rot in various directions. It tends to office and the men into closer affiliations and into new life into the whole plant through the necessity of everyone connected with the work getting together and working earnestly to a common end. And finally, when the demand has been met the occasion is a munificence of satisfaction and pride in the execution of well accomplished work, which ordinarily increases the spirit with which the ordinary run of work is undertaken.

American.

Dec. 10, 1900.

NEW ROAD IS LICENSED

Southern Railway Company Starts With \$3,000,000 Capital.

Special to the Chicago American.

Springfield, Ill., Dec. 10.—The Secretary of State today licensed the incorporation of the Southern Railway Company, with a capital of \$3,000,000 and principal office in St. Louis, to operate the lines of the Louisville, Evansville & Louisville road, recently sold under a decree of the court.

The directors are: Alexander P. Humphrey, Louisville; Edward C. Krause, East St. Louis; Thomas W. Scott, Fairview; Charles W. Wilson and Philip Barton Warren, Springfield.

Record.

Dec. 11, 1900.

MRS. PULLMAN MAKES DEBUT.

Widow of the Palace-Car Magnate Says She is Not to Wed Barry. Special to The Chicago Record.

Hot Springs, Ark., Dec. 10.—Shilling in luxurious apartments at the Arlington hotel to-night the widow of the late George W. Pullman, the palace-car magnate, said of a report to the effect that she was engaged to New York millionaire, the portrait artist of "Harry Gerard-Barry," the portrait artist of "the

It is absolutely preposterous and nothing so entirely impossible could be said of me as that I was engaged to Harry Gerard-Barry."

Mrs. Pullman said Mr. Barry had painted and posed portraits of herself and her mother and had been commissioned to remodel and redecorate her residence in Chicago, "but marry him; oh, no, no, no, never!"

Rapid Car Construction.

A recent change in the schedule of mail trains rendered it necessary for the Chicago, Burlington & Quincy Ry. Co., to obtain new cars on very short notice. In the forenoon of Nov. 5, the Pullman Company was requested to furnish at the earliest possible moment three 60-ft. mail cars of the latest design, fully equipped and ready for service. The order was suitably unexpected, the cars to be built complete from the material in the rough and yet the three cars were delivered to the railway on the morning of Nov. 17.

On Nov. 6 was observed day, the shops were closed and no work was done with the exception of some transportation of material by a gang of laborers. This makes the time consumed in constructing the cars complete, including bodies, trunks and interior cases, rubbered, two coats of color, stripping and lettering in gold leaf and in one coat of varnish. No work was done after 8:00 p. m.

As the speed with which the work was accomplished will probably excite some speculation as to the schedule which was in effect, it may be mentioned and here present this fact, that immediately on receipt of the order on Nov. 5, which was Monday, the draftsmen were started on the plans and dimensions sufficient to enable the shop to get the material started on the job, and framing were sent out early in the afternoon. The main part of the fittings were ordered to be shipped by express. On Tuesday no shop work was done beyond a little transfer of material—the laborers working about two hours in the morning, but the important was thus given the drafting room to get on the plans.

On Wednesday the work was started in earnest and the Pullman Company praises the enthusiasm with which the men joined in the work. That evening the frame was "dial down" and the under-wood frame was mounted and the body got well under way. Friday night by 8:00 p. m. the body was completed and a coat of primer was put on that night. This makes but a little over three days for the erection. Saturday, Nov. 10, the bodies were allowed to dry, and Sunday they were putted. Monday the first coat of rough-stuff was applied and on Tuesday the second. Wednesday they were rubbed down and on Thursday two coats of color were applied and the gold leaf lettering and striping done.

Of course, the color was made this and to dry rapidly and there was no difficulty in shortly following the second coat on the job, but it will be remembered that there is quite an amount of lettering on a mail car. On Friday the cars were varnished and they left the shop and were delivered to the railway company Saturday morning Dec. 17. While the speed with which the bodies were prepared, erected and painted naturally determined the progress of the work, it will be appreciated that much other work had to be performed with promptness. The letter and paper cases involve much work and it may be remarked that an alteration in the plan of these which caused no small delay was ordered when they were half completed. Another delay was caused by a decision to place a skylight in the roof above the letter case after the roof had been completed, and end doors were ordered in the vestibules rather late.

The trucks, of course, involved no especial consideration, but some parts of the iron work needed in the framing of necessity occasioned urgent work in order not to hold back the erection gang. The piling for gas and hold, the nail marks and the lamp and other fixtures and appointments were naturally to be kept in mind, and it may be said that in no detail of construction or equipment was there any saving time. Withal the management states that should another occasion arise even this time that would be beaten.

The use of steel in the entire construction of coal, gondola and hopper cars has progressed so rapidly in the last couple of years as to make this type of car representative of modern practice. There seems to be no further questioning as to the superiority of the all-steel car in the service for which these cars are adapted. The transportation of coal and ore was obviously the field to which the steel car was most applicable and consequently attention was first given to supplying the needs of this traffic in this service the demand for this class of car have taxed the resources of the builder to an extent which has hitherto relegated to the future any extended consideration of steel as a material in box car general construction.

Recently, however, there seems to have arisen a movement tending to the production of a box car in which steel shall enter, if not exclusively, at least very largely into the general construction. Inasmuch as the steel cars hitherto built consist wholly of steel have no wood entering into their construction, the following of a similar plan in the construction of a box car is a natural suggestion. In some quarters extended consideration has been given to plans of such a nature and in one case even a few such cars have been built. But it seems questionable if the adoption of steel exclusively in the construction of a box car is the most logical plan to be followed, or if the construction of the car along such lines would beat it for the conditions of its service. In a coal or an ore car it, in fact, occupies a space which is not only uniform in size, but is of minimum base dimensions. In consequence, the substitution of steel for wood in the body of the car can be most happily made, for the strength made necessary by the concentration of the load can be gained with a diminution in weight of the construction thereby.

With a box car, however, the case is a very different one. The dimensions of the load replace car body, are relatively large and with regard to the necessary strength the construction of the sides, ends and roof of steel would cause the car to have a greater weight than if these parts were built of wood. For the sides and underframing or their equivalents, however, there can be no question but that steel offers inviting possibilities. And in this case in steel track it is doubtful whether any one particular method of construction will be settled upon as being the best from all points of view. There are over a dozen steel trucks upon the market, each being a first-class truck and yet each radically different from the others in constructive details. Very probably a similar state of affairs will develop in the steel under-framing of the future box car.

In view of the above it seems reasonable to suppose the box car of the future (and let us hope of the near future) will take the essential lines of an underframing of steel and a body of wood, with possibly different degrees of proportion. It remains then to consider the body framing and steel slanges in light sections seem to offer an excellent construction in this regard. Angles and tee shapes can be readily utilized and are easily procured. Viewing such a car from the standpoint of damage in possible wrecks it would seem very well adapted to national conditions, for the heavy steel underframing would not be liable to suffer much. The wooden body could be more easily repaired than one of

In another column we give an incident of remarkably rapid passenger car construction. While it is true that the necessity of such rapidity of construction should be avoided if best results are to be attained, it is equally true that it is occasionally impossible to avoid such necessity. Moreover, while such a demand disturbs the whole shop more or less, and demoralizes the progress of other work for the time being, yet an occasional call of this nature is not an unqualified calamity to any shop, if indeed it does not really benefit the shop, tests the resources of the shop in material, of men of the staff and of the whole shop organization. It is well that such a test be occasionally applied. It calls attention to the weak spots, as well as to the good ones and brings out virtues which are lacking in various directions. It tends to offset and the men into closer affiliations, brings new life into the whole plant through the necessity of everyone connected with the work getting together and working earnestly to a common end. And finally, when the demand has been met the result is a multitude of satisfaction and pride in the exceptionally well accomplished feat, which naturally increases the spirit with which the ordinary run of work is undertaken.

American.

Dec. 10, 1900.

NEW ROAD IS LICENSED

Southern Railway Company Starts With \$3,000,000 Capital.

Special to the Chicago American, Springfield, Ill., Dec. 10.—The Secretary of State today licensed the incorporation of the Southern Railway Company, with a capital of \$3,000,000 and principal offices in St. Louis, to operate the lines of the Louisville, Evansville & St. Louis road, recently sold under a decree of the United States Supreme Court. The directors are: Alexander P. Humphrey, Louisville; Edward C. Kramer, East St. Louis; Thomas W. Scott, Fairview; Charles Wilson and Philip Barton Warren, Springfield.

Record.

Dec. 11, 1900.

MRS. PULLMAN MAKES DENIAL

Widow of the Palace-Car Magnate Says She is Not to Wed Barry. Special to The Chicago Record, Hot Springs, Ark., Dec. 10.—Hitting in the headlines the marriage of Mrs. Pullman to-night the widow of the late George M. Pullman, the palace-car magnate, said of a report to the effect that she was engaged to marry General Barry, the portrait artist of the late New York Governor, that it is absolutely preposterous and nothing so extremely impossible could be said of me as that I should be so foolish as to marry Barry or ever love him.

Mrs. Pullman said Mr. Barry had painted portraits of herself and her mother and decorated her residence in Chicago, "but marry him; oh, no, no, no, never!"

Charleston News & Courier.

Dec. 12, 1900.

MR FREEST REPLIES.

He reminds the Public that Patrons of the Pullman Companies have Requested to Notify the Home Office when Employees are Discourteous.

The complaint made by a correspondent of The News and Courier a few days since in reference to the treatment received on a Pullman car recently was sent by Superintendent Royall, of the Atlantic Coast Line, to Mr Freest, of the Pullman Company, in Savannah. The following reply was received by Mr Royall.

Savannah, November 13, 1900.
Mr W. N. Royall, Superintendent, Atlantic Coast Line, Charleston, S. C.: I am in receipt of a clipping from The News and Courier of the 12th instant, in which the writer complains to the editor of the impudence, etc., of Pullman porters. This person doubtless had good grounds for his complaint, which we very much regret. But he would have been misadvised if the interest of the travelling public had not addressed his communication to yourself, or to this company, giving the necessary data to enable us to locate and discipline the offending porter.

A request that passengers report any neglect or incivility of employees to a representative of the company is printed on the back of each check issued to passengers, one of which I enclose, and we would esteem it a favor if our patrons would comply with same.

In reply to the writer's closing paragraph, "Correct the porters or down them," permit me to say Pullman officials exercise the greatest possible care in the selection of our crew and in instructing them in their duties, and are indignant when in their efforts to correct them.

They are constantly working to improve employees with the fact that they are not on the cars to accommodate the travelling public, and that they should at all times attend to the comfort and convenience of our patrons and leave nothing undone to satisfy them and avoid complaints of this kind.

There is no reason why passengers in Pullman cars should not be shown proper courtesy and consideration by porters, and any specific case of failure in this respect that is reported, either on the part of the conductor or porter, will insure the offender being severely dealt with.

O. F. Freest, Agent.
On the back of the check enclosed accompany this request. Passengers are requested to report any neglect or incivility of employees by check similar to the one shown, if given by the conductor to every passenger on a Pullman car.

Rail. Way. Age.

Dec. 14 1900.

The Indiana Legislature next month will not be devoid of interest to the railroads. Among the bills, new and old, which are expected to appear are these: Fixing a uniform rate of two cents a mile on all railroads in the State; prescribing a uniform mileage book; limiting sleeping car charges to 35 cents per 100 miles for seat accommodations, and to 50 cents for a single berth and \$1 for a double berth for each 100 miles; also prohibiting lowering the upper berth unless for actual use; requiring the employment of a certain number of brakemen on all freight and passenger trains; permitting the railroads to appoint special police; creating the office of railroad commissioner; creating the office of State boiler inspector, particularly to inspect locomotive boilers, etc. The 2-cent mileage bill passed the House at the last session, but was lost in the Senate; the reduction of sleeping car rates has been a favorite theme in that and many other States. Indiana is one of the 24 States which do not maintain a railroad commission, but it is also one of the States which seem to have least need for such a body, because having little to complain of against the railroads. Having lived so peacefully with their 6,500 miles of lines, reaching every corner of the State and furnishing active competition, the people of Indiana may well ask why they should incur the expense of maintaining another bureau.

Rail Way World.

Dec. 15, 1900.

RAILROAD LEGISLATION IN INDIANA.

The next session of the Indiana Legislature, convening in January, will keep the lobbyists of the railroad companies operating in that state busy from morning until night. The session promises to make a record in the matter of railroad legislation. Not only are there hosts of new bills already spoken of affecting the operation of the railroads, but a number of the bills presented at the last session and rejected will be introduced again in form but little modified. Among the bills that will come before the session is one providing for a uniform rate of 2 cents a mile to be charged by railroads between stations in the state. At the last session of the General Assembly this kind of bill passed the House, but was lost in the Senate. In addition to the 2-cent bill a mileage book measure will be introduced, having for its purpose the regulation of this form of railroad tariff, with the end in view of making it uniform. At the same time a bill to reduce the prices to be charged on sleeping cars will be presented. This measure will require the sleeping car company to sell seat accommodations for a sum not to exceed 35 cents for each 100 miles traveled. The passenger by this measure shall not be required to pay more than 50 cents for a single berth, nor more than \$1 for a double berth for each 100 miles traveled. The bill will make it unlawful to lower the upper berth in a car unless it is to be in actual use, and attaches a penalty for the violation of any of its provisions amounting to \$100 or \$500.

Railway & Engineering Review

Dec. 15, 1900.

Buildings.

The shops at Fourteenth street, in Denver, which were stated Dec. 1 by the Colorado & Southern, have been given over to the Pullman Company. These shops are considerably enlarged. The plans of the Pullman are much more extensive than was at first contemplated. All of the repair work of the company for the line west will be done in the Denver shops and much of the work now done in Chicago will be done in Denver.

Charleston News & Courier.

Dec. 12, 1900.

MR FREET REPLIES.

He Reminds the Public that Patrons of the Pullman Companies are Requested to Notify the Home Office when Employees are Discourteous.

The complaint made by a correspondent of The News and Courier a few days since in reference to the treatment received on a Pullman car recently was sent by Superintendent Royal, of the Atlantic Coast Line, to Mr. Freet, of the Pullman Company, in Savannah. The following reply was received by Mr. Royal:

Savannah, November 15, 1900.
Mr. W. N. Royal, Superintendent, Atlantic Coast Line, Charleston, S. C.: I am in receipt of a clipping from The News and Courier of the 12th instant, in which the writer complains to the editor of the impudence, etc. of Pullman porters. This person doubtless had good grounds for his complaint, which we very much regret. But he would have best observed the interest of the travelling public had he addressed his communication to yourself, or to this company, giving the necessary data to enable us to locate and discipline the offending porter.

A request that passengers report any neglect or incivility of employees to a representative of the company is printed on the back of each check issued to passengers, one of which I enclose, and we would esteem it a favor if our patrons would comply with same.

In reply to the writer's closing paragraph, "Correct the porters or down them," permit me to say Pullman officials exercise the greatest possible care in the selection of car service men, in instructing them in their duties, and are indefatigable in their efforts to correct them.

They are constantly working to impress employees with the fact that they are put on the cars to accommodate the travelling public, and that they should at all times study the comfort and conveniences of our patrons and leave nothing undone to satisfy them and avoid complaints of this kind.

There is no reason why passengers in Pullman cars should not be shown proper courtesy and consideration by porters, and any specific case of failure in this respect that is reported, either on the part of the conductor or porter, will insure the offender being severely dealt with.

On the back of the check enclosed appears this request: "Passengers are requested to report any neglect or incivility of employees." A check similar to the enclosure is given by the conductor to every passenger on a Pullman car.

Rail-Way. Age.

Dec. 14 1900.

The Indiana Legislature next month will not be devoid of interest to the railways. Among the bills, new and old, which are expected to appear are those: fixing a uniform rate of two cents a mile on all railways in the State; prescribing a uniform mileage book; limiting sleeping car charges to 35 cents per 100 miles for seat accommodations, and to 50 cents for a single berth and \$1 for a double berth for each 100 miles; also prohibiting lowering the upper berth unless for actual use; requiring the employment of a certain number of brakemen on all freight and passenger trains; permitting the railways to appoint special police; creating the office of railroad commissioner; creating the office of State boiler inspector, particularly to inspect locomotive boilers, etc. The 2-cent mileage bill passed the House at the last session, but was lost in the Senate; the reduction of sleeping car rates has been a favorite theme in that and many other States. Indiana is one of the 12 States which do not maintain a railroad commission, but it is also one of the States which seem to have least need for such a body, because having little to complain of against the railways. Having lived so peacefully with their 6,500 miles of lines, reaching every corner of the State and furnishing active competition, the people of Indiana may well ask why they should incur the expense of maintaining another bureau.

Rail Way World.

Dec. 15, 1900.

RAILROAD LEGISLATION IN INDIANA.

The next session of the Indiana Legislature, convening in January, will keep the lobbyists of the railroad companies operating if that state busy from morning until night. The session promises to make a record in the matter of railroad legislation. Not only are there hosts of new bills already spoken of affecting the operation of the railways, but a number of the bills presented at the last session and rejected will be introduced again in form but little modified. Among the bills that will come before the session is one providing for a uniform rate of 2 cents a mile to be charged by railroads between stations in the state. At the last session of the General Assembly this kind of bill passed the House, but was lost in the Senate. In addition to the 2-cent bill a mileage book measure will be introduced, having for its purpose the regulation of this form of railroad tariff, with the end in view of making it uniform. At the same time a bill to reduce the prices to be charged on sleeping cars will be presented. This measure will require the sleeping car company to sell seat accommodations for a sum not to exceed 35 cents for each 100 miles traveled. The passenger by this measure shall not be required to pay more than 50 cents for a single berth, nor more than \$1 for a double berth for each 100 miles traveled. The bill will make it unlawful to lower the upper berth in a car unless it is to be in actual use, and attaches a penalty for the violation of any of its provisions amounting to \$100 or \$500.

Railway & Engineering Review

dec. 15, 1900.

Buildings.

The shops at Fretlett street, in Denver, which were started Dec. 1 by the Colorado & Southern, have been turned over to the Pullman Company. These shops are considerably enlarged. The plans of the Pullman are much more extensive than was at first contemplated. All of the regular work of the company for the fire west will be done in the Denver shops and much of the work now done in Chicago will be done in Denver.

Dec. 12, 1900.

MR FREET REPLIES.

He Reminds the Public that Patrons of the Pullman Companies are Requested to Notify the Home Office when Employees are Discourteous.

The complaint made by a correspondent of The News and Courier a few days since in reference to the treatment received on a Pullman car recently was sent by Superintendent Royall, of the Atlantic Coast Line, to Mr. Freet, of the Pullman Company, in Savannah. The following reply was received by Mr. Royall:

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Mr. W. N. Royall, Superintendent, Atlantic Coast Line, Charleston, S. C.: I am in receipt of a clipping from The News and Courier of the 12th instant, in which the writer complains to the editor of the impudence, etc. of Pullman porters. This person doubtless had good grounds for his complaint, which we very much regret. But he would have best observed the interest of the travelling public had he addressed his communication to yourself, or to this company, giving the necessary data to enable us to locate and discipline the offending porter.

A request that passengers report any neglect or incivility of employees to a representative of the company is printed on the back of each check issued to passengers, one of which, in this case, and we would esteem it a favor if our patrons would comply with same.

In reply to the writer's closing paragraph, "Correct the porters you do them," permit me to say Pullman officials exercise the greatest possible care in the selection of car service men, in instructing them in their duties, and are indefatigable in their efforts to correct them.

They are constantly working to improve employees with the fact that they are put on the line to accommodate the travelling public, and that they should at all times study the comfort and convenience of our patrons and leave nothing undone to satisfy them and avoid complaints of this kind.

There is no reason why passengers in Pullman cars should not be shown proper courtesy and consideration by porters, and any specific case of failure in this respect that is reported, either on the part of the conductor or porter, will incur the offender being severely dealt with.

D. E. Freet, Agent.
On the back of the check enclosed appears this request: "Passengers are requested to report any neglect or incivility of employees." A check similar to the enclosure is given by the conductor to every passenger on a Pullman car.

Dec. 14 1900.

The Indiana Legislature next month will not be devoid of interest to the railroads. Among the bills, new and old, which are expected to appear are those: Fixing a uniform rate of two cents a mile on all railroads in the State; prescribing a uniform mileage book; limiting sleeping car charges to 35 cents per 100 miles for seat accommodations, and to 50 cents for a single berth and \$1 for a double berth for each 100 miles; also prohibiting lowering the upper berth unless for actual use; requiring the employment of a certain number of brakemen on all freight and passenger trains; permitting the railroads to appoint special police; creating the office of railroad commissioner; creating the office of State boiler inspector, particularly to inspect locomotive boilers, etc. The 2-cent mileage bill passed the House at the last session, but was lost in the Senate; the reduction of sleeping car rates has been a favorite theme in that and many other States. Indiana is one of the 12 States which do not maintain a railroad commission, but it is also one of the States which seem to have least need for such a body, because having little to complain of against the railroads. Having lived so peacefully with their 6,500 miles of lines, reaching every corner of the State and furnishing active competition, the people of Indiana may well ask why they should incur the expense of unprofitable another bureau.

Rail Way World.

Dec. 15, 1900.

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The next session of the Indiana Legislature, convening in January, will keep the lobbyists of the railroad companies operating in that state busy from morning until night. The session promises to make a record in the matter of railroad legislation. Not only are there hosts of new bills already spoken of affecting the operation of the railways, but a number of the bills presented at the last session and rejected will be introduced again in form but little modified. Among the bills that will come before the session is one providing for a uniform rate of 2 cents a mile to be charged by railroads between stations in the state. At the last session of the General Assembly this kind of bill passed the House, but was lost in the Senate. In addition to the 2-cent bill a mileage book measure will be introduced, having for its purpose the regulation of this form of railroad tariff, with the end in view of making it uniform. At the same time a bill to reduce the prices to be charged on sleeping cars will be presented. This measure will require the sleeping car company to sell seat accommodations for a sum not to exceed 35 cents for each 100 miles traveled. The passenger by this measure shall not be required to pay more than 50 cents for a single berth, nor more than \$1 for a double berth for each 100 miles traveled. The bill will make it unlawful to lower the upper berth in a car unless it is to be in actual use, and attaches a penalty for the violation of any of its provisions amounting to \$100 or \$500.

Ilway & Engineering Review

dec. 15, 1900.

Buildings.

The shops at Farnthorpe street, in Denver, which were fitted Dec. 1 by the Colorado & Southern, have been turned over to the Pullman Company. These shops are considerably enlarged. The plans of the Pullman are much more extensive than was at first contemplated. All of the routine work of the company for the far west will be done in the Denver shops and much the work now done in Chicago will be done in Denver.

Dec. 17, 1900.

SENATE OF General Comms.

CHICAGO, Dec. 6.—To-day's Editor: I note that in the report of the officers and employees of the Chicago Railroads and employees of John S. Ruppel's managers about the salary of Mr. Ruppel's managers as attorney what salary Mr. Ruppel receives? Is the position of general counsel for Pullman's Palace Car Company?

Mr. Ruppel's salary as general counsel for the drainage board is \$2000 a year. He is general counsel for Pullman's Palace Car Company.

Charleston News & Courier.

Dec. 17, 1900.

IMPUTED PULLMAN PORTERS.

A Well-known Merchant Complains of the Impudence to which he has Submitted for Twelve Years.

To the Editor of The News and Courier: The reason of the poor, good-for-nothing mortals who ride in sleeping cars on the railroads is not because they are remodeling the industry. I have known thousands of the writer has traveled thousands on these sleepers and has never yet seen a porter that did not do his duty. I owned the traveling public is indignant at the name, but no one man cares to try to correct this aberration. Travelers may be taught to give strict answers and owned their cars, the road and all appertaining thereto. At "brass" time when "tip" is times set differently and in a general way, for a crusade by the press on this thing! Every traveler will agree to all correct the porters or down them. I say.

AGAINST THEIR PRINCIPLES

Chronicle.

Dec. 19, 1900.

RATE TRAVELER BRINGS SUIT.

Foreed to Pass Night in Day Coach With Steeper Ticket in Pocket.

[Special Telegram.]
New York, Dec. 18.—W. Edward Webb, president of the Wagner Palace Car Company, is defendant in a \$2000 damage suit now on trial before Justice Fitzgerald. George W. Birnbaum, a traveling salesman, is the plaintiff. In November, 1899, Birnbaum was traveling through Texas, and on Wagner Palace Car Company's office, at Dallas, a ticket calling for a sleeping-car berth on a train going to San Antonio, he started he found there was no sleeping car. He spent the night in a day coach which, he rheumatism and he was forced to discontinue his trip through Texas.

The defense was that it was not the fault of the Wagner company that the sleeping car was not attached to the train, but the fault of the railroad company over which the steamer was carried.

The jury was ordered to return a sealed verdict tomorrow.

DEVERY STILL HANGS ON.

AMONG THE RAILWAYS

Executive Officers of Western Roads Meet Here.

TALK OF OUT RATES

Agree to Strictly Maintain Tarif from Jan. 1.

Three Big Lines Offer Low Rates for G. A. R. Encampment—General News.

Executive officers of Western roads met here yesterday for the purpose of insuring the maintenance of public peace, freight and passenger rates, beginning with the new year. This meeting was ordered by the representatives of the principal owners of Western railway securities. When the executive officials held their quarterly meeting in New York recently, they were plainly told that the men now intrusted with managing the railroads were unable to stop rate-cutting and they were urged to find men who could maintain rates.

This announcement caused no worry to a majority of the leading traffic officials of the Western roads, because they have been strenuously trying for months past to stop all cutting of rates below traffic. Their efforts have been nullified by officials of a very few railroads. At Kansas City occurred the most trouble over freight rates, packing-house products being most affected. That of the Chicago-St. Paul lines. Proof has been obtained that two of those lines were supplying scalpers with tickets. All the lines were accused of manipulating rates for passenger matters came to a focus last week, when some of the Chicago-St. Paul lines announced that they would openly reduce rates, unless all secret rate-cutting was stopped. A special meeting of passenger officials of these lines was held at the headquarters of the Western Passenger association road gave satisfactory assurance that it would strictly maintain rates. Yesterday the passenger agents appeared before the agreement made by them must be strictly kept.

The executive officers found the freight situation much more difficult to deal with than passenger affairs. " gentlemen's agreements" without number have been made to maintain freight rates, and were broken in most cases within a week, sometimes within an hour. The plan of having each road give the many times and always proved a failure. It is understood that at yesterday's meeting the representatives of the road gave his personal and official word that he would maintain rates, and all agreed that any subordinate official convicted of cutting or manipulating rates should be discharged. This their superiors have practically been placed in by the representatives of the owners of the railroads—such as J. F. Morgan, Jacob H. Schiff, and E. H. Harriman.

Dec. 13, 1900.

FAVOR PUNISHMENT BY DEATH.

Railroad Men Commend Congressional Bill Against Train Robbers.

Commenting upon the measure to make train robbing a capital offense, introduced into congress by Senator Hoar and Representative Bay of New York, Smith E. Allison, assistant general agent of the Adams Express Company in this city, said:

The man who will stop a train for the purpose of robbing is already a murderer in his heart and I think capital punishment should be meted out to him. I believe people generally will favor the passage of this measure. Train robberies are atrocious and severe punishment should be inflicted to suppress them.

W. A. Gardner, general manager of the Chicago and Northwestern Railroad, was not certain capital punishment is necessary or desirable, but he believed penalties for the offense should be made heavier.

J. H. Schumaker, superintendent of the Pinkerton Detective Agency, said: Train robbing ought to be made a capital offense. I will go further than that and say I think with death. Most murders are committed as a result of provocation, but when a man is killed in an attempt at train robbery this is not the case and the offender becomes in reality all the more culpable.

Chronicle.

Dec. 23, 1900.

SAYS COMPANY IS TO BLAME

Loss & Co. of Chicago Sue C. R. and N. M. Railroad for \$90,000.

[Special Telegram.]
RICHMOND, Ind., Dec. 22.—The affairs of the Cincinnati, Richmond and Muncie railroad and C. R. Loss & Co. of Chicago, the contractors, were further complicated today when it became known that Loss & Co. had filed suit against the railroad for \$90,000, already completed. The contractors claim that it was the inability to do their work that caused them to abandon the work. The officers of the Cincinnati, Richmond and Muncie say that the suit is an unjust one and that road will avail nothing. The company itself will on Monday morning take up the construction work where the contractors left off.

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Salary of General Counsel.

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PULLMAN ESTATE INCREASES.

Value of the Property Has Doubled in Three Years.

The second annual accounting of the executors of the estate of the late George M. Pullman, filed in the Probate court yesterday afternoon, shows that the estate has almost doubled since the death of the sleeping-car magnate, Oct. 19, 1897. The estate was then estimated at \$9,000,000. The account filed yesterday showed receipts of \$17,401,835 since the executors have had the estate in hand.

Besides the instrument which sets out in detail the receipts and expenditures of the past year, there is appended a statement of the orders of the court under which the business was carried on, and a recapitulation of the transactions as set forth in the first accounting, made Jan. 10, 1899. The report is signed by Robert Lincoln and Norman B. Beam executors. The filing was made by Attorney Rannels and Berry, and the matter will be heard Jan. 12, 1901.

The accounting made yesterday deals with the receipts and expenditures for one year only, and is summarized as follows: Receipts, \$18,774,866.85, which, together with a balance of cash on hand from first accounting of \$602,076.23, makes a total of \$19,376,943.08 to be accounted for. The report showed disbursements of \$18,859,586.76, leaving a balance of cash in the hands of the executors of \$10,841.85.

Among the expenditures noted in the report are the following: Widow's award to Hattie B. Pullman, \$20,000, annuities to Mrs. Pullman, at \$9,000 per month, and legacy, \$4,383,316.06, to the Illinois Trust and Savings bank, as by the various provisions of the will to be held in trust for the children, as follows:

Florence Pullman Lowden, \$1,707,637.59 in one account, and as a residuary trust, \$1,727,552.34.

Harriet Pullman Carolan, as per legacy, \$1,851,537.50, and as residuary trust, \$1,111,852.34.

George M. Pullman, Jr., legacy, in trust, \$130,938.50, and a similar amount to Walter Sanger Pullman in trust.

Inter Ocean.

Dec. 29, 1900.

John W. Gates' Hunting Trip.

They are telling a rather good story about John W. Gates—of the etchel and wire con— who is such a thorn in the side of a lot of the stockholders of his company, of a few Wall street manipulators, and of some people who think they can play poker. Mr. Gates is known as a hunter, and rather prides himself on his skill with both the rifle and shotgun. Shortly before the recent meeting of the directors of the American Steel and Wire company here he went on a shooting expedition to Texas. He had as his guests Messrs. Lambert and Ellwood of his steel company and C. H. Rundle, who is engineering a deal to fight the oak trust. Accompanied by eight men with reputations as guides, the party went to the hunting grounds near Fort Arthur on a special train of three cars. There were supplies of all sorts aboard, including several decks of cards, guns worth several hundred dollars each, loaded with special ammunition, a big wagon with four boxes, and everything else to make the trip successful and comfortable. The party put in fourteen hours in one day at the hunting grounds, and fired, in all, between 400 and 500 rounds of ammunition. Yet the net result of the trip was two of the particularly expensarating sort of ducks known as coots.

"Who got 'em? Gates?" asked one of the listeners to the yarn of the hunting expedition.

"Not a feather for him. He worked all day pumping a breech-loader until his arm was as sore as if it had been vaccinated, but never touched a feather on one of the birds. The two that did fall came down to the gun of one of the guides. If you see Gates, don't say a word to him about that hunting trip. He is beginning to believe that some of the party brought in a lot of blank cartridges on him, and he prides himself on his marksmanship and knowledge of shooting."

MINISTER WU, WHO WILL PROBABLY ADDRESS THE MARQUETTE CLUB FEB. 12.

PENSIONS TO BE GIVEN TRUSTED RAILROAD MEN

Chicago and Northwestern Perfects a Plan to Reward Efficient Employees.

GOES INTO EFFECT JAN. 1

Will Cost \$200,000 Yearly and Benefit 80,000 Persons.

TO BE 1 PERCENT OF WAGES

Employees Between 65 and 69 Who Have Served Thirty Years Are to Be Its Recipients.

The Chicago and Northwestern Railway will present its 27,000 employees with a permanent pension system this afternoon.

This is the Christmas and New Year's gift of President Marvin Huggitt, the directors and the stockholders, to the capable and faithful rank and file who have given the best of themselves to the making of the pioneer railroad of Chicago and the Northwest.

The Northwestern is the first of the great Chicago railroads to adopt an employer's pension system, patterned in many respects after that recently created by the Pennsylvania lines, improved upon wherever the wisdom of the directors thought best.

BEST POSSIBLE PLAN.

As President Huggitt said yesterday: "We may not have secured the best plan that could be devised, but we have formulated the best according to our abilities and knowledge."

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In its scope the pension system proposed, which will go into effect Jan. 1, 1901, is the most sweeping yet effected by any American corporation in that it takes in every employe of the system from the highest to the lowest—there is no discrimination. The average number of employes of the road during the last twelve months has been 26,723 and if (as is fairly estimated) each has at least three persons dependent upon him of affected by his success, this pension plan really enters into the life of 80,000 people, residents of Chicago or the cities and towns contiguous to the lines of the Northwest system.

SPECIAL LETTERS READY.

The circular letters to the employes announcing the coming installation of the pension system will be sent out from the general offices of the company this afternoon. These circulars will state that after Jan. 1, 1901, in connection with the management of the Northwestern's lines there will be established a pension system and pension board for worthy employes of the road, disabled, or age incapacitated. This board is to be composed of:

WILLIAM A. GARDNER, general manager.

EDWARD C. CARTER, chief engineer.

RICHARD C. AISHTON, general superintendent.

ROBERT QUAYLE, superintendent motive power and machinery.

W. H. STENNETT, auditor of expenditures.

PLAN FOR PENSIONS.

This board will pension employes of the road upon the following plan:

Any employe who is between 65 and 69 years of age, who has been thirty years in the employ of the road, and who is disabled in service, will receive a pension of 1 per cent per month calculated upon his monthly rate of wages for the last ten years of his service with the company.

Any employe who has reached the age of 70 years, and who has been thirty years in the employ of the company, will be retired upon a pension of 1 per cent per month calculated upon the monthly rate of wage paid him for the last ten years of his service with the company.

Working in harmony with this plan is another rule of the company that it will not employ any man over 35 years of age.

PROJECT IS COSTLY.

How many employes of the road this plan will immediately retire the officials of the directory have not been able to calculate. Figures of this character will not be obtainable until the plan has been in operation at least a year. But it is believed that eventually the full working of the plan will call for an annual expenditure upon the part of the company of \$200,000, which will go entirely to the support and comfort of worthy retired employes.

Nether is it possible to say at present just what monthly or annual sum will be paid each employe retired under the plan. His pension's value will be determined wholly by the value of his position (salary value) with the company for the last ten years of his service. Thus a man who retires at 70, after having received an average monthly pay for ten years past of \$100 per month, will gain more from his pension of 1 per cent a month than the man who during the same period has earned but \$50 or \$60 a month.

INCENTIVE TO WORK.

In this arrangement there is an incentive to the man at 35 to make his services to the company so valuable that when he shall reach 65 to 70 and be retired his salary will have reached that sum which ensures a respectable pension. He is literally, in making himself more efficient in the company's service and thereby gaining more salary, saving for himself a nest egg to be used in the days of retirement for his own comfort. His abilities before 70 is reached become cash after 70 is passed, backed by the assets of one of the wealthiest and most considerably managed corporations in the world.

The new pension board as soon as the pres-

Ser. 07 Vol. 2

Page 244 (Frag)

Envelope _____
X Foldout _____
Insert _____

Prof. Alexander Hogg, for many years superintendent of Bible schools at Fort Worth, Tex., and now associated with F. E. Turner—"No trouble to answer questions"—general passenger and ticket agent of the Texas & Pacific, as editor of the Texas & Pacific Quarterly, has sent me copies of his little vol-

the relating to the railroad as an educational institution. The professor has always been active in presenting the development—the evolution—of the railroad. His original address, styled: "The Railroad as an Element in Education," was prepared for, and delivered before, the International Congress of Educators, at the world's exposition in New Orleans in 1885. Since then he has added to this address as the occasion seemed to demand, until it is a book of 112 pages.

In addition to the unfolding of the growth of the railroad, he has, in a very entertaining manner, grouped the charities of the great railroad owners and managers. He has included several distinct discussions, mathematical, social and psychological, and shows, by mathematical formulae, that a train running due west will make better time than the one west upon the same parallel of latitude. By a psychological argument he demonstrates why the switchman "threw the wrong lever." This is a very clear and concise discussion, of which Dr. James of Harvard University says: "I find this an excellently written and clear statement of the scheme of brain action, now considered correct by physiologists, and a felicitous application of it to the poor switchman's mistake." The professor promises for the beginning of the new century a new edition of his work—the tenth. This issue is in response to a demand for its use in the higher grades of the city public schools, as a supplementary reader. Several presidents and general managers of the leading railroads have shown their appreciation and forwarded the distribution of the book among their officials and the educators along their lines. Professor Hogg believes—and I am inclined to agree with him—that a wider circulation of the data—the facts—contained in the little volume would do much to bring about a better feeling between labor and capital—work and wealth—for, as he says: "There are inseparable allies."

age which has thus thoughtfully and practically been worked out for the benefit of all to whom it will apply.

The principle of pensioning for long continued service is in the highest degree beneficent and commendable, and it is to be hoped that the experiment which has thus been carefully entered upon will prove successful and will in time be followed, in some form, by all railway companies and other large employers of labor.

back to the public out of their earnings for operating expenses nearly eighty millions (\$79,845,183) more than they paid in the previous year—the total operating expenses being \$938,514,142. For taxes alone the roads reporting paid \$44,396,165.

THE NORTHWESTERN'S PENSION SYSTEM.

Nearly twenty-five years ago The Railway Age began to advocate the adoption by American railways of some plan of pensioning aged employes, and the writer remembers that Marvin Hughtitt, then general manager of the Chicago & Northwestern, took special interest in the subject, and indicated the hope that it might eventually be practicable to establish a pension fund. This week President Hughtitt has had the pleasure of announcing to the nearly 27,000 employes of this company that a pension system is now about to be established for their benefit. Thereby the Northwestern becomes the first western company and the second in the country—the Pennsylvania being the first—to put in effect a plan for pensioning all employes, entirely at the expense of the company, and apart from any beneficiary or insurance plan, to which employes on some roads are contributors.

The official announcement of the plan, given in this issue, invites careful reading, the more so as wide circulation is now being given through the press to commendatory descriptions of the plan, which unintentionally but seriously misstate the basis of allowances and the principle upon which pensions are granted. Briefly stated, the chief requirements and agreements of the Northwestern plan are as follows:

Pensioners are granted to those only who have been in the company's service thirty years or more.

When such employes reach the age of seventy years "they shall be retired and pensioned."

After reaching the age of sixty-five, "they may be retired and pensioned," if incapacitated for further service.

The pension allowance will be paid monthly, allowing for each year of service 1 per cent of the average monthly pay for the ten years next preceding retirement. The data set forth here made the serious mistake of failing to understand that the allowance is figured upon all the years of service, the last ten years being considered only for the purpose of determining what the average monthly pay is on which 1 per cent is to be figured yearly for thirty or more years.

So if, on reaching the age of seventy, an employe is on the basis of \$100 a month, his pension, if he has been thirty years in service, will be \$300 a year for life; if he has served forty years he will get \$480 a year; if fifty years, having entered the service at the age of twenty, his retiring pension will be \$600 a year. So it is not "a beggarly pension," as one journal called it, after figuring that the man whose salary was \$100 a month would receive only \$12 a year—whereas, his pension cannot be less than \$300 a year, and may reach \$600 or more. Of course, those whose salary average is greater or less than \$100 a month will receive more or less than the \$100 man for the same period of service, but longer service will go toward offsetting smaller rate of pay. In short, one intent of the pension plan is to encourage permanence of service, for the benefit of both employer and employe. The company desires to retain faithful, efficient employes, and the employes want to continue in the service long enough to be entitled to the pension benefits when they reach the retiring age.

The basis on which the pension in each case is estimated seems a safe one, although the test of years will be required to determine its practicability. The number of pensioners, now small, will increase with great rapidity, and the total of the annual claims may ere long exceed the limit of \$200,000 fixed by the Northwestern directors, in which case the basis may have to be reduced or the appropriation increased—most likely the latter. The Pennsylvania Railroad starts next month with about 250 pensioners, but it is estimated that at the end of four years the number will be over 800, that after eight years it will be 2,250, and so on in almost geometrical progression. On the other hand, the pensioners will be dropping off rapidly. Judging from the mortality tables of insurance companies, it is reasoned that the average life of those retiring at sixty-five or seventy will be from ten years to six years. But many men will disappoint the expectancy tables and live long to enjoy the provision for old

back to the public out of their earnings for operating expenses nearly eighty millions (\$79,845,146) more than they paid in the previous year—the total operating expenses being \$636,914,142. For taxes alone the roads reporting paid \$44,896,165.

THE NORTHWESTERN'S PENSION SYSTEM.

Nearly twenty-five years ago The Railway Age began to advocate the adoption by American railroads of some plan of pensioning aged employes, and the writer remembers that Marvin Hughtitt, then general manager of the Chicago & Northwestern, took a special interest in the subject, and indicated the hope that it might eventually be practicable to establish a pension fund. This week President Hughtitt has had the pleasure of announcing to the nearly 27,000 employes of this company that a pension system is now about to be established for their benefit. Thereby the Northwestern becomes the first western company and the second in the country—the Pennsylvania being the first—to put into effect a plan for pensioning all employes, entirely at the expense of the company, and apart from any beneficiary or insurance plan, to which employes on some roads are contributors.

The official announcement of the plan, given in this issue, invites careful reading, the more so as wide circulation is now being given through the press to commendatory descriptions of the plan, which unintentionally but seriously misstate the basis of allowances and the principle upon which pensions are granted. Briefly stated, the chief requirements and agreements of the Northwestern plan are as follows:

Pensions are granted to those only who have been in the company's service thirty years or more.

When such employes reach the age of seventy years "they shall be retired and pensioned."

After reaching the age of sixty-five, "they may be retired and pensioned," if incapacitated for further service.

The pension allowance will be paid monthly, allowing for each year of service 1 per cent of the average monthly pay for the ten years next preceding retirement. The daily papers have made the serious mistake of failing to understand that the allowance is figured upon all the years of service, the last ten years being considered only for the purpose of determining what the average monthly pay is on which 1 per cent is to be figured yearly for thirty or more years.

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Prof. Alexander Hogg, for many years superintendent of the schools at Fort Worth, Tex., and now associated with F. E. P. Turner—"No trouble to answer questions"—general passenger and ticket agent of the Texas & Pacific, as editor of the Texas & Pacific Quarterly, has sent me copies of his little vol-

ume relating to the railroad as an educational institution. The professor has always been active in promoting the development and evolution of the railroad. His original address, styled: "The Railroad as an Element in Education," was prepared for, and delivered before, the International Congress of Educators, at the world's exposition in New Orleans in 1885. Since then he has added to this address as the occasion seemed to demand. Until it is a book of 112 pages.

In addition to the unfolding of the growth of the railroad, he has, in a very entertaining manner, grouped the charities of the great railroad owners and managers. He has included several distinct discussions, mathematical, social and psychological, and shows, by mathematical formulae, that a train running due east will make better time than the one west, upon the same parabol of latitude. By a psychological argument he demonstrates why the switchman "throw the wrong lever." This is a very clear and concise discussion, of which Dr. James of Harvard University says: "I find this an excellently written and clear statement of the scheme of brain action, now considered correct by physiologists, and a felicitous application of it to the poor switchman's mistake." The professor promises for the beginning of the new century a new edition of his work—the tenth. This issue is in response to a demand for its use in the higher grades of the city public schools, as a supplementary reader. Several presidents and general managers of the leading railroads have shown their appreciation and forwarded the distribution of the book among their officials and the educators along their lines. Professor Hogg believes—and I am inclined to agree with him—that a wider circulation of the data—the facts—contained in this little volume would do much to bring about a better feeling between labor and capital—work and wealth—for, as he says: "There are inseparable allies."

age which has thus thoughtfully and practically been worked out for the benefit of all to whom it will apply.

The principle of pensioning for long-continued service is in the highest degree beneficent and commendable, and it is to be hoped that the experiment which has thus been carefully entered upon will prove successful and will in time be followed, in some form, by all railway companies and other large employers of labor.

Calendar Record.
Dec. 29, 1900.

Some day the poverty-stricken Pullman Co. will provide delectable billiard tables for guests and patrons of Hotel Florence. The prices charged are first-class and those who play at this excellent game should be provided with the best tables, balls and cues. The only thing now in the billiard room that is first-class is the chalk, which is excellent, and the service of Judge Auby; that most "magnanimous" gentleman who covers a multitude of sins with adhesive plaster. Some wag has called the table a "rag time table." The people who play billiards at Hotel Florence respectfully request through this paper that the accommodations in this line be improved at that in all other respects most excellent caravansary.

Chronicle.

Dec. 31, 1900.

MADE PRISONERS IN CARS

Passengers Quarantined Because of Outbreak of Smallpox on Board.

(Special Features.)

SALIDA, Colo., Dec. 30.—The Pullman first-class sleeper Adirondack lying in the yards here under quarantine, the car came in last evening from the east and was met by the local state health officer, city marshal and a squad of police, all of whom entered and placed it on a siding, where it will remain for fourteen days with its sixteen passengers and three trainmen.

The cause is a case of smallpox, which developed while the train was on route after leaving Pueblo. The first case was Charles Brumbaugh, who is traveling with his wife and her home in Teva, Alameda county, Cal. Mrs. Brumbaugh was first in a chair car, but, becoming very ill, she was taken to the Pullman. A physician met her at Canon City and pronounced the case one of smallpox. The conductor at once wired to Salida and the quarantine resulted.

The chair car and its thirty passengers were quarantined at Buena Vista as soon as the authorities were notified that Mrs. Brumbaugh had been traveling on it.

Tribune.

Dec. 31, 1900.

RELEASE CAR FROM QUARANTINE

Passengers Held at Salida, Colo., Because of Smallpox Case Fungated and Go on Way.

SALIDA, Colo., Dec. 30.—[Special.]—The passengers who were quarantined in the sleeper Adirondack last night were sent on their way, going early this morning. Mrs. Brumbaugh, the California woman who was ill with smallpox, was taken to the city hospital for contagious diseases and the other passengers, except Mr. Brumbaugh, who remained with his wife, were fumigated, vaccinated, transferred to another car, and resumed their journey west at 3:30 o'clock. The three members of the train crew were treated in the city hospital.

Dean Stuart, the sporting man of New York, was one of the passengers, being en route to Canon City, where he is going to arrange for a fight between Jeffries and Kuhlba.

The chair car in which Mrs. Brumbaugh was before taken into the siding was sent out at Leadville. There the same man as here, the passengers being questioned, transferred to another car.

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Chronicle.

Jan. 4, 1901.

H. W. JACKSON DIES IN EAST

Chicago Lawyer and Capitalist Passes Away at Newark.

Cause of Death Is Apoplexy, Although He Had Long Been Falling.

Was Well Known Here in Social and Business Circles.

Funeral Set for Monday and Friends From This City Will Attend.

Surrounded by all the members of his immediate family, Colonel Huntington Wolcott Jackson, a soldier of the civil war and member of the Chicago law firm of Jackson, Busby & Lyman, passed away at 12:30 yesterday morning in the Jackson family home at 606 High street, Newark, N. J.

Death was caused by apoplexy. Since he abandoned the active practice of his profession and went east about two years ago Colonel Jackson had been falling in health. He suffered from insomnia and nervous troubles. A trip to Europe and other extended journeys failed to better his condition.

Recently he has lived in the old homestead, a large and handsome mansion, owned by his brother, Schuyler H. Jackson, counsel for the Erie railroad and one of the best-known lawyers in New Jersey. Two sisters live with Schuyler Jackson, a brother, Joseph C. Jackson, lives in New York, and the third brother, F. Wolcott Jackson, lives on High street, near the house in which Colonel Jackson died.

Family Is Well Known.

The Jacksons are prominent in society and are probably the best-known family in Newark. Colonel Jackson's father, John F. Jackson, who died in 1860, was a leading member of the New Jersey bar. Although ill he did not permit him to go about much since he resided in Newark. Colonel Jackson was well known there. Dispatches of condolence were sent yesterday to the family from friends of the decedent in this city. It is believed that he had not overworked himself in his profession he would have lived many years more.

The funeral is to be held at 11 o'clock next Monday morning at the family home at 606 High street. Rev. Dr. Lyman Whitney Allen of Newark will officiate and the family has made an effort to have a Chicago party go east in order to assist in the ceremonies.

Was Born in 1841.

Mr. Jackson was born at Newark, N. J., Jan. 28, 1841. His father was John F. Jackson, a prominent lawyer of that state, who died just as the great civil strife began. His ancestors were of Scotch-Irish lineage, the first of the Jacksons to arrive in this country being James, who settled in eastern New York. The family came from the best stock and Huntington W. Jackson received a further inheritance from his mother, who was a Huntington, a member of the Connecticut family of that name which became distinguished during the revolution.

He received his early education at Phillips academy, Andover, Mass. In 1860 he entered Princeton, but he left there a while yet junior in order to enter the army and follow the flag in its rebellion. He was then his rapid promotion. He was appointed aide-de-camp on the staff of Major General John Sedgwick and fought in the battles of Fredericksburg, Chancellorsville, Gettysburg and other engagements of the army of the Potomac.

Inter Ocean.

Jan. 4, 1901.

UNION OF BIG ROADS DENIED.

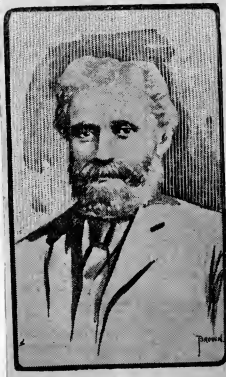
Chicago Railroad Men Doubt Purchase of Union Pacific by Northwestern.

IS NEW YORK REPORT.

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SEQUEL OF ST. PAUL DEAL.

A dispatch from New York states that W. K. Vanderbilt's plan for the welding together of the Union Pacific and Chicago and Northwestern railroads is now about to be carried out. The original scheme, the dispatch says, was to lease the Union Pacific to the Northwestern, but this may not be done. The control of the Union Pacific by the Northwestern, New York railroad men say, is to be acquired by the purchase of a majority of the former's stock in the open market, which is claimed to be the reason for the big jump in Union Pacific stock. The deal, it is claimed, was hastened by the discovery that the Chicago, Burlington and Quincy railroad was anxious to



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(President of the Philadelphia and Reading railroad, who lately will be chosen to direct the combined Jersey Central and Reading systems.) secure control of the Union Pacific or make close traffic deal with the latter, and it is compelled the Northwestern people to hurry their negotiations.

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Chronicle.

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[Special Telegrams.]

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The cause is a case of smallpox, which developed while the train was en route after leaving Pueblo. The patient is Mrs. Charles Brumbaugh, who is traveling with her husband to her home in Toledo, Alameda county, Cal. Mrs. Brumbaugh was first in a chair car, but, becoming very ill, she was taken to the Pullman. A physician met her at Carson City and pronounced the case one of smallpox. The conductor at once wired to Salida and the quarantine resulted.

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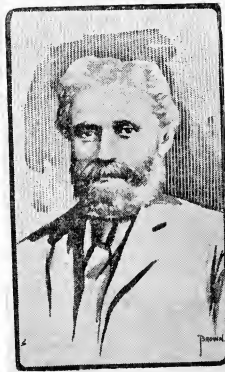
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Envelope

 Foldout
 Insert

He was also with the army of the Cumberland in General Sherman's campaign to Atlanta and, although wounded at Kennesaw mountain, he was present at the fall of Atlanta.

In Brevetted Lieutenant Colonel.

Upon leaving the army Mr. Jackson was brevetted lieutenant colonel for the gallant work which he had done. In the Chancellorsville campaign he was commended for special bravery by General Sedgwick in volunteering to rally an assaulting column at Mary's heights, Fredericksburg, May 3, 1862. The column had broken and the men were falling back, but Lieutenant Jackson, exposing himself to a fire that killed and wounded 150 of 400 men in the leading regiment, rallied the column and passed with it into the enemy's works.

After returning from the war and entering civil life Mr. Jackson entered the Harvard Law school and spent a year there. He then



HUNTINGTON W. JACKSON.

[From "Lives of Chicago Lawyers Dies at Newark, N. J."]

went to Europe, where he remained a year. Upon his return he resumed his law studies in the office of his brother, the late John F. Jackson, Jr., in Newark, N. J.

It was in 1867 that he came to Chicago. He entered the office of Waite & Clarke at once, completed his studies here and was admitted to the bar in 1868. During this year he formed a partnership with David B. Lyman.

In 1878 he was elected supervisor of South Chicago, and afterward was appointed receiver and attorney for the Third National bank of Chicago by John J. Knox, comptroller of the currency.

Work Wins High Commendation.

While in this position his management of affairs won him high commendation. Many political offices were offered him, but he preferred to continue the practice of his profession, and so during his whole career he applied himself for the most part to law. At one time he was a director of the Chicago Aid and Relief society, but was compelled to resign because of other duties.

In 1888 he became president of the Chicago Bar association and Jan. 18, 1890, or little less than a year ago, was appointed president of the John Crerar library, to fill the vacancy caused by the death of Norman Williams, who was co-executor and trustee under the will of John Crerar.

Able from being a lawyer, however, Mr. Jackson was a capitalist of influence, and as a capitalist he was always a philanthropist. He held a high social position, was a member of many clubs and took a deep interest in literary work. Before Mr. Jackson died Mr. Jackson made his home at the Grand Pacific hotel, and then went to live at the Calumet club. Later he resided at the Auditorium Annex. He never married, which, by his friends, was considered strange, since he was so well known in society.

Several Chicagoans who knew Mr. Jackson well will attend the funeral at Newark.

No credence whatever is placed in the above story by the prominent railroad managers here. The Chicago and Northwestern is now as closely allied with the Union Pacific as it desires to be. It has an iron-clad traffic contract with the Union Pacific, whereby it runs its trains through over that road and the Central Pacific branch of the Southern Pacific, and enjoys all the advantages it could enjoy if it had full control of the Union Pacific. This traffic contract practically gives the Northwestern a through line to the Pacific coast, and in connection with the Vanderbilt lines between Chicago and New York gives the Vanderbilt a line from ocean to ocean, without acquiring further control of other roads.

Motive for St. Paul Arrangement.

It is on account of these close relations now existing between the Northwestern and Union Pacific systems that the financial combine has decided to bring about amiable relations between the Milwaukee and St. Paul and the Great Northern and Northern Pacific, the details of which deal were published exclusively in "The Tribune." The Vanderbilts practically control the Union Pacific, a Chicago and Northwestern man being its President, and Marvin Hughtis is a member of the Board of Directors, but the Harriman syndicate, which controls the Alton, Missouri, Kansas and Texas, Missouri Pacific, and Baltimore and Ohio, has an equally large interest in the property, and E. H. Harriman is the chairman of its Board of Directors to protect the interests of his own roads.

The Burlington would have no use for the Union Pacific, except to prevent competition, which under the "community" ownership scheme is to be prevented in the future. The Burlington parallels the Union Pacific all the way from Omaha to Denver, and could only use the Union Pacific as an outlet from Denver to California. But it has a better outlet from Denver to California, now via the Rio Grande road, with which it has a traffic arrangement. Besides the Burlington has no use for the Union Pacific's Oregon Short Line to the north Pacific coast, as it has a much more direct line via Billings in connection with the Northern Pacific. It has also a good line to St. Paul, where it connects with the Great Northern, Northern Pacific, and Soo-Pacific lines.

The Chicago and Alton has a similar traffic contract with the Union Pacific as the Northwestern has for the interchange of business with the Kansas Pacific branch of the Union Pacific enjoying special privilege on this line. The Illinois Central has also built lately an extension to Omaha to connect with the Union Pacific. Both these lines are Harriman roads, and their interests would not be subserved if the Burlington were to obtain control of the Union Pacific.

For Line to the Atlantic.

John W. Gates, the steel magnate of this city, who is largely interested in the Kansas City Southern and Omaha, Kansas City and Eastern railroads and controls the Davenport, Rock Island and Northwestern, is said to be arranging for practically a direct line from Kansas City to the Atlantic coast and a Northern connection for the Kansas City Southern (Fort Arthur Route) as far as Dubuque, Ia. It is announced that the Omaha, Kansas City and Eastern is to be extended from Quincy to a connection with the Chesapeake and Ohio at Cincinnati and a new line built connecting the Davenport, Rock Island and Northwestern with the Omaha, Kansas City and Eastern.

Inkar Ocean .

Jan. 4, 1901.

SALOON MEN PROTEST

They Accuse Pullman Druggists of Violating Liquor Law.

POLICE ARE BLAMED

Delegation Talks Plainly in Complaining to Mayor.

Inspector Hunt's laxity in Making Prosecutions is Viewed with Suspicion.

Inspector Hunt seems to have all kinds of trouble these days; now the saloon-keepers of his district have deserted him. Yesterday a committee of five went to Mayor Harrison to protest against the inspector's attitude toward the druggists of Pullman. This committee was acting under instructions of the Hyde Park Saloon-keepers' union. It was made up of Charles Lev, secretary of the union; Fred Tuck, Charles Eberhardt, Neill McLeod, and Henry V. Meester. They were accompanied by Alderman Charles Cortney and Alderman Julius Goldzier, attorney for the union.

They presented to the mayor the following petition, which was signed by fifty-five saloon-keepers, whose saloons are west of the Illinois Central tracks and south of Ninety-sixth street:

"To Carter H. Harrison, Mayor of Chicago: The undersigned, licensed saloon-keepers of the town of Kensington, Gano, and Roseland, respectfully represent to you that they are and have been dependent for a large portion of their trade, which enables them to pay the city license, and to do business in a legitimate manner, upon trade coming to them from the town of Pullman, where no saloon licenses are issued.

"We further represent that for a long time past a number of drug stores in that town, who have no city license which authorizes them to sell liquors of any kind, have, in violation of the ordinance, maintained regular bars and otherwise have carried on the business of retail dealers in liquors, etc., for the purpose of which business we are paying license of \$500 a year; that the names and locations of the places in question in the town of Pullman are as follows:

"Charles Campbell, Market hall.

"Charles Campbell, No. 743 Cottage Grove avenue.

"E. H. Wilcox, Arcade building.

"North End pharmacy, No. 741 Cottage Grove avenue.

"We further represent that the attention of the police officers in charge of the district in question has been repeatedly called to the open and notorious violation of the city ordinance by the places before named, but that if any notice is taken of these complaints it is done in a merely perfunctory manner, and that while occasionally there is a prosecution of these druggist-saloon-keepers, no such vigorous measures have at any time been taken as would result in a stoppage of the illegitimate trade carried on by these drug stores as above stated.

"We now earnestly and respectfully appeal to you as chief executive of the city, and request that you take such measures as will be effectual in preventing the running of unlicensed saloons in Pullman. In doing so we point out to you the injustice of forcing us to pay a tribute of \$500 a year to the city when the same business which we carry on under license is openly and notoriously carried on without a license by these so-called drug stores.

"The existence of these places in open defiance of the law is not only an injury to those who pay a license, but it is also bound to reflect unfavorably on the city administration, and more especially on the police department, in view of the fact that some of the men mentioned openly boast of the fact that they are immune from prosecution by reason of paying for police protection. We hope that you will be able to devise some measure by which the evil complained of may be effectually stopped."

Strong Hints of Trouble.

Goldzier presented the petition to the mayor. The mayor read it through, and then Goldzier proceeded to make some pertinent remarks. He said that the petitioners paid \$7,500 of revenue yearly to the city, and were entitled to fair treatment at Inspector Hunt's hands. The saloon-keepers in the district mentioned got most of their trade from Pullman. In Pullman there were four drug stores which were doing a regular saloon business. The union had prosecuted these druggists from time to time. At rare intervals one of them was fined by Justice Wilson or some other justice.

These druggists it was represented by members of the delegation, had been frequently held to the grand jury, but by some political "pull" the indictments had been quashed. The saloon-keepers' trade was being ruined. If the thing kept up they would not be able to pay either license or rent, and would have to go out of business.

It was stated that J. H. Wilcox, druggist in the Arcade building at Pullman, had his prescription case. There he sold all kinds of liquor, without any sort of pretense, just as they are sold over any bar. While no direct charges were made against Inspector Hunt, it was said by some one in the delegation that it was understood that the Hyde Park station allowed the druggists to run their saloons and got the benefit.

Secretary Levy told the mayor that he and his fellow committeemen wanted it distinctly understood that they did not blame Lieutenant Merriery of the Kensington station; that he was all right, and simply obeyed orders. The mayor said he would take up the complaint immediately, and if the druggists continued to do business in that way he wanted an immediate report on it from the saloon-keepers themselves.

"To show you the boldness with which Wilcox is doing business," said Secretary Levy, "I might tell you that last Thursday the Chicago Association for the Preservation of the Arcade Building was held in twenty-five of our members of our union attended. After the services at least twenty-five of our members went into Wilcox's saloon, and got all sorts of drinks. The name of so Wilcox heard of this petition, pulled out his bar, and shut up the back room. Since Saturday nobody can get a drink either at his place or the other three drug stores."

Enter O'Casey
Jan 4 1901

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PULLMAN BETS RECKLESSLY.

Gambler at Phoenix 'Takes Off the Lid' for His Benefit.

Special Dispatch to The Inter Ocean.

PHOENIX, Ariz., Jan. 3.—After a period of fast living and reckless gambling, George M. Pullman, son of the dead palace car magnate, left quietly for the young man's home at night, accompanied by his valet. He came to Phoenix nearly two months ago, on a tour of recuperation, and with the intention of breaking off from hard drink. Upon his arrival he began to "paint the town red," and transfer his income to the proprietors of several Monte Carlo games. It is said a Christmas present in the form of a check for \$500 was exchanged for a losing chance on the roulette table, and the young man has managed to run through with about all the money he has received since his arrival in Phoenix. He left with his finances at the ebb, and much disquieted.

For his benefit roulette dealers took off their limits and invited him to stack his bets up to the ceiling. It is said the most reckless bet made by Pullman was one of \$500 in one number, with a chance of winning more than \$16,000. In his tour of the gambling-houses Pullman was accompanied by J. P. Harcourt, of whom little is known here, but who appears to have unlimited resources. His most daring bet was one of \$400 on one number in Gus Hirschfeld's place. But Harcourt, more lucky than his companion, is said to have made a clean-up of something like \$25,000 within a week. His winnings follow a \$7,000 clean-up last week by W. C. Greene, a wealthy Mexico mine-owner, well known in New York.

Chronicle.

Jan. 5, 1901.

HUNTINGTON W. JACKSON.

The following committee has been chosen by the Chicago Bar Association to represent the association at the funeral services for Colonel Huntington W. Jackson, to be held at 11 o'clock Monday morning at 646 High street, Newark, N. J.:

David B. Lyman	Julius E. V. Freeman
Robert C. O'Connell	Simon P. Ship
Henry W. Hubbard	Edmund A. O'Rourke
Edmund A. O'Rourke	John H. McCannell
George L. Padlock	Leahard H. Busby
Charles H. H. H. H.	David D. H. H.
Frank O. Layden	John S. Miller
Walter C. M. M.	George C. M. M.

The committee will leave Saturday night over the Pennsylvania line.

NATHAN M. FREER.

Notable

Inter Ocean.

Jan. 4, 1901.

SALOON MEN PROTEST

They Accuse Pullman Druggists of Violating Liquor Law.

POLICE ARE BLAMED

Delegation Talks Plainly in Complaining to Mayor.

Inspector Hunt's Laxity in Making Prosecutions Is Viewed with Suspicion.

Inspector Hunt seems to have all kinds of trouble these days; now the saloon-keepers of his district have deserted him. Yesterday a committee of five went to Mayor Harrison to protest against the inspector's attitude toward the druggists of Pullman. This committee was acting under instructions of the Hyde Park Saloon-keepers' union. It was headed up by Charles Levy, secretary of the union; Fred Tush, Charles Eberhardt, Neill McLeod, and Henry W. Metcalf. They were accompanied by Alderman Charles Corkey and Alderman Julius Goldizer, attorney for the union.

They presented to the mayor the following petition, which was signed by fifty-five saloon-keepers, whose saloons are west of the Illinois Central tracks and south of Ninety-fifth street:

"To Charles H. Harrison, Mayor of Chicago: We, the undersigned, licensed saloon-keepers of the towns of Kensington, Gano, and Roseland, respectfully represent to you that they are and have been dependent for a large portion of their trade, which enables them to pay the city license, and to do business in a legitimate manner, upon trade coming to them from the town of Pullman, where no saloon licenses are issued.

"We further represent that for a long time past a number of drug stores in that town, who have no city license which authorizes them to sell liquors of any kind, have, in violation of the ordinances, maintained regular bars and otherwise have carried on the business of retail dealers in liquors, etc., for the purpose of which business we are paying a license of \$500 a year, that the names and addresses of the places in question in the town of Pullman are as follows:

"Charles Campbell, Market hall.
"Charles Campbell, No. 743 Cottage Grove avenue.
"E. H. Wilcox, Arcade building.
"North End Pharmacy, No. 741 Cottage Grove avenue.

"We further represent that the attention of the police officers in charge of the district in question has hitherto apparently been called to the open and notorious violation of the city ordinances by the places before named, but that if any notice is taken of these complaints it is done in a merely perfunctory manner, and that while occasionally there is a prosecution of these druggist-saloon-keepers, no such vigorous measures have at any time been taken as would result in a stoppage of the illegitimate trade carried on by these drug stores as above stated.

"We now earnestly and respectfully appeal to you as chief executive of the city, and request that you take such measures as will be effectual in preventing the running of licensed saloons in Pullman. In doing so we point out to you the injustice of forcing us to pay a tribute of \$500 a year to the city when the same business which we carry on under license is openly and notoriously carried on without a license by these so-called drug stores.

"The existence of these places in open defiance of the law is also an injury to those who pay a license, but it is also bound to reflect unfavorably on the city administration, and more especially on the police department. In view of the fact that some of the men mentioned openly boast of the fact that they are immune from prosecution by reason of paying for police protection. We hope that you will be able to take such measures by which the evil complained of may be effectually stopped."

Strong Hint of Tribute.

Goldizer presented the petition to the mayor. The mayor read it through, and then Goldizer proceeded to make some pertinent remarks. He said that the petitioners paid \$27,500 of revenue yearly to the city, and were entitled to fair treatment at Inspector Hunt's hands. The saloon-keepers in the district mentioned got most of their trade from Pullman. In Pullman there were four drug stores which were doing a regular saloon business. The union had prosecuted these druggists from time to time. At rare intervals one of them was fined by Justice Quinn or some other Justice.

These druggists, it was represented by members of the delegation, had been frequently held to the grand jury, but by some political "pull" the indictments had been quashed. "The saloon-keepers' trade was being ruined. If the thing kept up, they would not be able to pay either license or rent, and would have to go out of business.

It was stated that J. H. Wilcox, druggist in the Arcade building at Pullman, had a regular bar in a room forty feet long back of his prescription case. There he sold all kinds of liquor, without any sort of pretense, just as they are sold over any bar. While no direct charges were made against Inspector Hunt, it was said by some one in the delegation that it was understood that the Hyde Park station allowed the druggists to run their saloons and get the benefit.

Secretary Levy told the mayor that he and his fellow committee members did not distinctly understand that they did not blame Lieutenant Metcalf of the Kensington station; that he was all right, and simply obeyed orders. The mayor said he would take up the complaint immediately, and if the druggists continued to do business in that way he wanted an immediate report on it from the saloon-keepers themselves.

"To show you the boldness with which Wilcox is doing business," said Secretary Levy, "I might tell you that last Thursday the funeral of Our Lord was held in the Arcade building. Sixty members of our union attended. After the services at least twenty-five of our members went into Wilcox's saloon, and got all sorts of drinks. The next day I, Wilcox heard of this petition, pulled out his bar, and shut up the back room. Since Saturday nobody can get a drink either at his place or the other three drug stores."

Order 3500
Jan 4 1901

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PULLMAN BETS RECKLESSLY.

Gamblers at Phoenix "Take Off the Limit" for His Benefit.

Special Dispatch to The Inter Ocean.
PHOENIX, Ariz., Jan. 3.—After a period of fast living and reckless gambling, George M. Pullman, son of the dead palace car magnate, left quietly for Los Angeles, Cal., last night, accompanied by his valet. He came to Phoenix nearly two months ago, on a tour of recuperation, and with the intention of breaking off from hard drink. He said he began to "paint the town red" and transfer his income to the proprietors of several Monte Carlo games. It is said a \$200 was exchanged for a losing chance on the roulette table, and the young man has managed to run through with about all the money he has received since his arrival in Phoenix. He left with his finances at the ebb, and much disquieted.

For his benefit roulette dealers took off their limits and invited him to stack his bets up to the ceiling. It is said the most reckless bet made by Pullman was one of \$100 on one number, with a chance of winning more than \$10,000. In his tours of the gambling-houses Pullman was accompanied by J. P. Harcourt, of whom little is known here, but who appears to have unlimited resources. His most daring bet was one of \$800 on one number in Gus Hirschfeld's place, and he lost. More lucky than his companion, he is said to have made a clean-up of winnings follow a \$7,000 clean-up last week by W. C. Greene, a wealthy Mexico mine-owner, well known in New York.

Chronicle.

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Robert T. Lusk	William P. Shope
Henry W. Bishop	Simon D. Hays
William A. O'Neil	Edward H. Conwell
George J. Paulick	Edward H. Shaw, Jr.
David Paul	John S. Miller
Frank D. Lovden	John S. Miller
Julius B. Mearns	John S. Miller

The committee will leave Saturday night over the Pennsylvania line.

NATHAN M. FRIER.

Nathan M. Frier.

Inter Ocean.

Jan. 11, 1901.

The Lines Tightening.

It is supposed you know that the distinguished Senator Coleman has made the Legislature of the State a recommendation to make it the duty of the practice of giving tips a crime.

"Yes, sah," said the colored porter of the sleeping car, briskly analyzing the whole business to the illustrious man's garments. "No 't'ing, I reckon, dey'll be sayin' 'tis a crime for a honest stevedore to give a poor man 40 for 'is voice." "Oh—here's a dollar, 'Lase," said the Senator, staring him rather suspiciously.

TIPS LEGITIMATE EXPENSES.

Government Will Pay Such Bills for Officers, Except When Traveling on Naval Vessels.

Washington, D. C., Jan. 11.—[Special.]—The Controller of the Treasury has made a new decision in regard to tips given to waiters and porters by government officers while traveling. It is virtually a reaffirmation of former decisions, but has one new feature. The opinion of the Controller sets forth that these expenses are necessary and therefore legitimate, and that they are to be allowed in the expense accounts of government officers. The latest decision was called forth by the case of an army officer traveling between Porto Rico and this country, who gave a tip to a steward of the vessel. The Controller refused to allow expenses of this kind on naval vessels or army transports owned by the government.

MAKES TIP TO PORTER A CRIME.

Colorado Representative Introduces Unique Bill at Session in Denver.

Denver, Colo., Jan. 10.—[Special.]—Representative Hollenbeck of Cripple Creek is in a fair way to achieve distinction. He has introduced a bill making it a penal offense for any one to tip a Pullman porter. Fines ranging from \$10 to \$25 are assessed, based on the extent of the tip as the only measure of gravity. The porter is supposed to figure as the culprit and the passenger may share half the fine by giving information. Railroads allowing porters to receive tips will be mulcted \$200 for each offense.

Railway Age.

Jan. 11, 1901.

Car Lighting in Germany.

United States Consul-General Frank H. Mason, at Berlin, in advance sheets of consulting reports, publishes the result of his investigation into the matter of the recent railway accident at the other dangers of the wreck were killed by an explosion of the gas used for lighting the coaches. The official report upon the accident supports the inference that the explosion took place after the wrecked cars were completely ablaze from fire tanks did not explode, but that the gas rushed out through the broken connections and, on its admixture with the air and being ignited, exploded.

The Pintsch system of gas lighting, as used in Germany, employs a rich gas, made in some instances more luminous by is not explosive, but when enriched with acetylene becomes explosive upon being mixed with a suitable percentage of atmospheric air. The consul-general sums up the conditions upon the system of lighting by gas and the difficulties which would necessarily attend a change to electricity during the period of transition for the reason that in Germany many trains are cut into sections for branch lines at one point and reassembled at another. In the case of postal cars, about 3,000 of which are fitted for electric lighting, the conditions are different, for the reason that in this country they make a through run without change.

His conclusion is as follows: "The instances where gas has proved a source of actual danger in accidents have been so rare and its use has been on the whole so satisfactory, that, in view of the cost and technical difficulties which a general substitution of electric lighting would involve, expert opinion is still divided as to the wisdom or necessity of such a change." That the Pintsch gas as used in America is not liable to explosion is indicated by an experience covering ten years and started on the authority of the Safety Car Heating & Lighting tube is used, and that no tank has ever exploded nor a passenger ever been injured. It is considered also that Mr. Mason's conclusions are fully warranted from the history of the 100,000 equipments used in Europe.

Tribune.

Jan. 31, 1901.

MAY REQUIRE AIR OWL CARS.

Council Subcommittee "on Improved Night Service" Will Recommend Change from Horses.

Compressed air as a substitute for horse-power for the after-midnight street car service will be recommended to the Council by Alderman Minwagan, chairman of the subcommittee to secure improved night service, made a successful experiment with such power on its North Clark street line. It is regarded as likely that the company would be willing to extend the system to its other "owl" cars.

The authority of the Council to insist upon the use of a different power has not been admitted, but it is the purpose of the Alderman to "urge" the adoption of a better system. If "urging" is not successful it is the intention to insist. A schedule which will provide cars at intervals of fifteen or twenty minutes throughout the night of what the committee desires to secure.

Inter Ocean.

Jan. 11, 1901.

The Lines Tightening.

"I suppose you know," (Lips) remarked Senator Lotensson, "that the Legislatures of the States are beginning to make laws dealing the practice of giving tips a crime?"

"Yes, son," said the editor of the newspaper, "and the Legislature of the State has just passed a law, which says that the whole amount of the tip given to a waiter shall be a crime for the waiter to receive a more than \$5 for his wife."

"Mc-Sere's a dollar," (Lips) said the Senator, "yes him rather suspiciously."

TIPS LEGITIMATE EXPENSES.

Government Will Pay Such Bills for Officers, Except When Traveling on Naval Vessels.

Washington, D. C., Jan. 11.—[Special.]—The Controller of the Treasury has made a new decision in regard to tips given to waiters and porters by government officers while traveling. It is virtually a reaffirmation of former decisions, but has one new feature. The opinion of the controller sets forth that these expenses are necessary and therefore legitimate, and that they are to be allowed in the expense accounts of government officers. The latest decision was called forth by the case of an army officer traveling between Porto Rico and this country, who gave a tip to a steward of the vessel. The Controller refuses to allow expense of this kind on naval vessels or army transports owned by the government.

MAKES TIP TO PORTER A CRIME.

Colorado Representative Introduces Unique Bill at Session in Denver.

Denver, Colo., Jan. 10.—[Special.]—Representative Hollenbeck of Cripple Creek is in a fair way to achieve distinction. He has introduced a bill making it a penal offense for any one to tip a Pullman porter. Fines ranging from \$10 to \$25 are assessed, based on the extent of the tip as the only measure of gravity. The porter is supposed to figure as the culprit and the passenger may share his fine by giving information. Railroads allowing porters to receive tips will be mulcted \$200 for each offense.

Railway Age.

Jan. 11, 1901.

Car Lighting in Germany.

United States Consul-General Frank H. Mason, at Berlin, in advance sheets of consular reports, publishes the result of his investigation into the matter of the recent railway accident at Otzenbach, in which it was alleged that passengers who escaped the other dangers of the wreck were killed by an explosion of the gas used for lighting the coaches. The official report upon the accident supports the inference that the explosion took place after the wrecked cars were completely ablaze from fire tanks did not explode, but that the gas rushed out through the broken connections and, on its admixture with the air and being ignited, exploded.

The Plutsch system of gas lighting, as used in Germany, employs a rich gas, made in some instances more luminous by is not explosive, but when curdled with acetylene becomes explosive upon being mixed with a suitable percentage of atmospheric air. The consul-general sums up the conditions upon which fears have, since the accident, been expressed regarding the system of lighting by gas and the difficulties which would necessarily attend a change to electricity during the period of cut into sections for branch lines in Germany many trains are at a standstill. In the case of postal cars, about 3,000 of which are fitted for electric lighting, the conditions are different, for the reason that in general they make a through run without change.

His conclusion is as follows: "The instances where gas has proved a source of actual danger in accidents have been so rare and its use has been on the whole so satisfactory that, in view of the cost and technical difficulties which a general substitution of electric lighting would involve, expert opinion is still divided as to the wisdom or necessity of such a change." That the Plutsch gas as used in America is not liable to explosion is indicated by an experience covering ten years and stated on the authority of the laws in accidents. It is Company, who handle the system here, that no acetylene mixer-engine ever been injured. It is considered also that Mr. Mason's conclusions are fully warranted from the history of the 100,000 equipments used in Europe.

Tribune.

Jan. 11, 1901.

MAY REQUIRE AIR OWL CARS.

Council Subcommittee on Improved Night Service Will Recommend Change from Horses.

Compressed air as a substitute for horsepower for the after-midnight street car service will be recommended to the Council by Alderman Milwaukee, chairman of the subcommittee to secure improved night service. The Union Traction company already has made a successful experiment with such power on its North Clark street line. It is regarded as likely that the company would be willing to extend the system to its other "owl" cars.

The authority of the Council to insist upon the use of a different power has not been admitted, but it is the purpose of the Aldermen to "urge" the adoption of a better system. If "urging" be not successful it is the intention to insist. A schedule which will provide cars at intervals of fifteen or twenty minutes throughout the night is what the committee desires to secure.

Inter Ocean.

Jan. 11, 1901.

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"I suppose you know," the senator remarked Senator Lozman, "that the Legislature of the States are beginning to make laws dealing with the practice of giving tips a crime."

"Yes, sir," said the colored porter of the sleeping car, briskly adjusting the blanket thrown to the illustration man's garments. "No 't'ing, I reckon, dey'll be sayin' it's a crime for a honest stationer to give a more man \$5 for his vote."

"McMurry's a dollar, 'Lore," said the senator, eyes him rather suspiciously.

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His conclusion is as follows: "The instances where gas has proved a source of actual danger in accidents have been so few and its use has been on the whole so satisfactory that, in view of the cost and technical difficulties which a general substitution of electric lighting would involve, expert opinion is still divided as to the wisdom or necessity of such a change." That the Plinsoch gas as used in America is not liable to explosion is indicated by an experience covering ten years and stated on the authority of the gas in accidents. It is Company, who handle the system here, that an acetylene passenger ever been injured. It is considered also that Mr. Mason's conclusions are fully warranted from the history of the 100,000 equipments used in Europe.

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Jan. 11, 1901.

BOGUS AUDITOR IN TROUBLE**Alleged Railroad Man Held for Passing a Worthless Check.**

Henry P. Allen, who claims to be the traveling auditor of the Cotton Belt Railroad Company of Central Texas, was arrested at the Tremont house yesterday afternoon by Detectives Fitzgerald and Brown of Captain Cotler's office on a charge of obtaining \$10 by means of a worthless check.

Allen appeared at the Tremont house Sunday night and after a short conversation with the clerk produced a check calling for \$5 on the banking firm of Prendergast, Smith & Co. of Central Texas. He asked to be given a loan of \$5 on this check, and the clerk having no suspicion as to its genuineness furnished him with the amount asked for. Later the check was sent to the banking firm in Texas, but was returned marked "no funds."

Further investigation developed the fact that Allen was not connected with the Cotton Belt Railroad as he represented, and then Chief of Detectives Cotler was notified. Allen was standing in the corridor of the hotel yesterday afternoon when Detectives Fitzgerald and Brown entered and placed him under arrest. The man insisted that he was all he had represented himself to be, but despite his protests he was taken to detective headquarters and placed in a cell. This morning he will be arraigned in the Harrison street police station.

RAILWAYS POOL ON RATES.**Three Big Northwestern Roads Reach an Agreement on Traffic.**

(Special Telegram.)

New York, Jan. 10.—It can be stated upon the authority of an officer of one of the roads concerned that there is an understanding as to traffic rates between the Great Northern and the Northern Pacific railroads and that the St. Paul road is to be included in the arrangement. It can further be said upon the same authority that this is all there is in the stories that have been current of a consolidation or a joint ownership alliance between the roads mentioned.

Chronicle.

Jan. 12, 1901.

MANY LOCOMOTIVES ORDERED.**Railroads Want Sixty New Engines From Pittsburgh Works.**

(Special Telegram.)

New York, Jan. 11.—Contract for more than sixty locomotives have been placed with the Pittsburgh Locomotive works within the past few days. The Illinois Central Railroad Company has ordered thirty model engines, five ten-wheel passenger engines and five six-wheel freight engines. The cost of this additional motive power will be about \$200,000.

Jan. 12, 1901.

Light Cars in Heavy Trains.

To the question, "what results are being developed in the old class of freight car equipment by the introduction of the heavy type of locomotives and the larger number of 60,000, 80,000 and 100,000 pounds capacity freight cars that are being placed in service," S. King, M. C. B., Intercolonial Ry., member of a committee appointed by the Central Railway Club to consider the subject, reported as follows at the Jan. 11 meeting:

To be brief and to the point, we find a considerably larger number of those cars with hook ends and sills, body bolsters, draft-timbers and center sills, than when they were not subjected to the severe treatment that they receive today. If it found necessary to keep these cars in service for financial and other reasons, and in order that as much satisfactory service can be got out of them as possible, the precaution is generally taken to increase the size and quantity of draft-timber bolts, when renewing draft-timbers. In fact, as a general rule, when the bodies are otherwise in good sound condition, these are put up to the M. C. B. standard (Plate B) and in such cases are not much trouble for some time after. It is found necessary to pay more than ordinary attention to keep the nuts well tightened up to obtain the best results, and on the whole I do not consider that the result is any worse than we might expect.

When these cars were built they were intended to be used in a train of about 625 tons. We often find them now near the front end of a train of about 2000 tons, and I am of the opinion that even this is not the most severe test that they are subjected to. Our switching crews are certainly not the tenderest or most considerate class of humanity, and when they get a little excited why, look out for trouble. This recklessness has apparently increased somewhat since the general adoption of the M. C. B. compiler, and the light capacity cars suffer more than their heavier neighbors in consequence. As a rule when a light capacity car comes into the shop for general repairs, estimated to cost \$80 or more, it is condemned at once, to be replaced by one of 60,000 pounds capacity or more, and consequently it is only a question of time before they will be gone entirely.

Progress of Compressed Air Motor Cars.

Rights have been obtained for the immediate construction of street railways in the states of Massachusetts, Illinois, Missouri and Ohio. The been purchased for the construction of a large number of compressed air cars is to be undertaken right away. Fifty cars are already engaged for Boston and a number for Dayton, O.

—The Delaware, Lackawanna & Western Railroad has ordered 20 more consolidated engines from the Schenectady Locomotive Works.

—Some recent orders placed with the Baldwin Locomotive Works: Two locomotives for the Atlantic & North Carolina Railroad; two switch, six passenger and 14 consolidated engines for the Choctaw, Oklahoma & Gulf Railroad; four locomotives for the Grand Rapids Railway, and 18 engines for the Pere Marquette Railroad.

—The Brooks Locomotive Works, Dunkirk, N. Y., will build 20 engines for the Chicago, Rock Island & Pacific Railway; five consolidated and five switch locomotives for the Hocking Valley Railway, and five engines for the Pere Marquette Railroad.

Citronella Times

Jan. 12, 1901.

Mr. and Mrs. W. K. Spearling in coming south to establish a home, have displayed a delightful taste in the selection of a good, distinctly southern place. The old rambling house would have discouraged one imbued with a fancy for the modern, either in architecture or finish. Small bits of the cheer, inviting home, as we viewed it this week, was given a few months ago. Rather than a plotbare of trees and depending upon those of future growth for shade, Mr. Spearling chose this with fine old magnolia trees which the suns of perhaps half a century have kissed and the storms of as many years washed the polished leaves. The style of the house has been preserved intact but, at every turn completely renovated and much taste displayed in adapting to convenience, comfort and beauty the seemingly odd and awkward corners and crannies of the old place. The house has been fully plumbed and bath and toilet rooms added. The water is pumped by a windmill, adding to the picturesque of "Pullman Cottage." A spacious dining room, butler's pantry and kitchen have been adjoined to the main cottage by covered gallery and the apparently for-fine constitutional is afforded by the over three hundred and twenty-four feet of covered galleries encircling the cottage. The arrangement and appointment of the inside reflect the good taste and cheerfulness of the hostess. Mr. Spearling is each day unfolding plans for the landscape gardening; a troilised walk to the point of view of the bluff, exceptionally fine, where overlooking to a horizon miles beyond, the stately pines lift their green tops swimming in the tender morning light or flustering in the glory of the dying day. Every native tree of beauty or fragrance is being planted and the rose garden promises a rare joy. We can think of no happier introduction to Citronella than to be sheltered under the roof of "Pullman Cottage."

Chronicle.

Jan. 11, 1901.

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Alleged Railroad Man Held for Passing a Worthless Check.

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Allen appeared at the Tremont house Sunday night and after a short conversation with the clerk produced a check calling for \$25 on the banking firm of Frensdorff-Smith & Co. of Central Texas. He asked to be given a loan of \$10 on this check and the clerk having no suspicion as to its genuineness furnished him with the amount asked for. Later the check was sent to the banking firm in Texas, but was returned marked "no funds."

Further investigation developed the fact that Allen was not connected with the Cotton Belt Railroad, as he represented, and then Chief of Detectives Coleran was notified. Allen was standing in the corridor of the Tremont yesterday afternoon when Detectives Fitzgerald and Brown entered and placed him under arrest. The man insisted that he was all he had represented himself to be, but despite his protests he was taken to detective headquarters and placed in a cell. This morning he will be arraigned in the Harrison street police station.

RAILWAYS POOL ON RATES.

Three Big Northwestern Roads Reach an Agreement on Traffic.

(Special Telegram.)

New York, Jan. 10.—It can be stated upon the authority of an officer of one of the roads concerned that there is an understanding as to traffic rates between the Great Northern and the Northern Pacific railroads and that the St. Paul road is to be included in the arrangement. It can further be said upon the same authority that this is all there is in the stories that have been current of a consolidation or a joint ownership alliance between the roads mentioned.

Chronicle.

Jan. 12, 1901.

MANY LOCOMOTIVES ORDERED.

Railroads Want Sixty-Nine Engines From Pittsburgh Works.

(Special Telegram.)

New York, Jan. 11.—Contracts for more than sixty locomotives have been placed with the Pittsburgh Locomotive works within the past few days. The Illinois Central Railroad Company has ordered thirty model engine, five ten-wheel passenger engines and five six-wheel shunting engines. The cost of this additional motive power will be about \$25,000.

Jan. 12, 1901.

Light Cars in Heavy Trains.

To the question, "what results are being developed in the old class of freight car equipment by the introduction of the heavy type of locomotives and the larger number of 60,000, 80,000 and 100,000 pounds capacity freight cars that are being placed in service," S. Kling, M. C. B., intercolonial member of a committee appointed by the Central Railway Club to consider the subject, reported as follows at the Jan. 11 meeting:

To be brief and to the point, we find a considerably larger number of these cars with broken axles and body bolsters, draft-timbers and center sills, than when they were not subjected to the severe treatment that they receive today. It is found necessary to keep these cars in service for financial and other reasons, and in order that as much satisfactory service can be got out of them as possible, the precaution is generally taken to increase the size and quantity of draft-timber bolts, when renewing draft-timbers. In fact, as a general rule, when the bodies are otherwise in good sound condition, these are put up to the M. C. B. standard (Plate B) and in such cases are not much trouble for some time after. It is found necessary to pay more than ordinary attention to keep the axle nuts well tightened up to obtain the best results, and on the whole I do not consider that the result is any worse than we might expect.

When these cars were built they were intended to be used in a train of about 625 tons. We often find them now near the front end of a train of about 2000 tons, and I am of the opinion that even this is not too, and the most severe test that they are subjected to. Our switching crews are certainly not the tenderest or most considerate class of humanity, and when they haul light capacity cars suffer more than their heavier neighbors in consequence. As a rule when a light capacity car comes into the shop for general repairs, estimated to cost \$50 or more, it is condemned at once, to be replaced by one of 60,000 pounds capacity or more, and consequently it is only a question of time before they will be gone entirely.

Progress of Compressed Air Motor Cars.

Rights have been obtained for the immediate construction of street railways in the states of Massachusetts, Illinois, Missouri and Ohio. The plant of the defunct Rome Locomotive Works has been purchased and the construction of a large number of compressed air cars is to be undertaken right away. Fifty cars are already engaged for Boston and a number for Dayton, O.

—The Delaware, Lackawanna & Western Railroad has ordered 20 more consolidated engines from the Schenectady Locomotive Works.

—Some recent orders placed with the Baldwin Locomotive Works are: Two locomotives for the Atlantic & North Carolina Railroad; two switch, six passenger and 14 consolidated engines for the Choctaw, Oklahoma & Gulf Railroad; four locomotives for the Grand Rapids Railway, and 18 engines for the Pere Marquette Railroad.

—The Brooks Locomotive Works, of Dunkirk, N. Y., will build 20 engines for the Chicago, Rock Island & Pacific Railway; five consolidated and five switch locomotives for the Hocking Valley Railway, and five engines for the Pere Marquette Railroad.

Citronelle Times

Jan. 12, 1901.

Mr. and Mrs. W. K. Spearling in coming south to establish a home, have displayed a delightful taste in the selection of a good, distinctly southern place. The old rambling house would have discouraged one imbued with a fancy for the modern, either in architecture or finish. Small hint of the cheery, inviting home, as we viewed it this week, was given a few months ago. Rather than a plot bare of trees and depending upon those of future growth for shade, Mr. Spearling chose this, with fine old magnolias which the suns of perhaps half a century have kissed and the storms of as many years washed the polished leaves. The style of the house has been preserved intact but, at every turn completely renovated and much taste displayed in adapting to convenience, comfort and leanness the seemingly odd and awkward corners and crannies of the old place. The house has been fully plumbed and bath and toilet rooms added. The water is pumped by a windmill, adding to the picturesqueness of "Pullman Cottage." A spacious dining room, butler's pantry and kitchen have been adjoined to the main cottage by covered gallery and the opportunity for fine constitutional is afforded by the over three hundred and twenty-four feet of covered galleries encircling the cottage. The arrangement and appointment of the inside reflect the good taste and cheerfulness of the hostess. Mr. Spearling is each day unfolding plans for the landscape gardening; a trail-led walk to the point of view of the bluff, exceptionally fine, where overlooking to a horizon miles beyond, the stately pines lift their green tops swimming in the tender morning light or flushing in the glory of the dying day. Every native tree of beauty or fragrance is being planted and the rose garden promises a rare joy. We can think of no happier introduction to Citronelle than to be situated under the roof of "Pullman Cottage."

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When these cars were built they were intended to be used in a train of about 125 tons. We often find them now near the front end of a train of about 2000 tons, and I am of the opinion that even this is not the most severe test that they are subjected to. Our switching crews are certainly not the tenderest or most considerate class of humanity, and when they get a little excited they look out for trouble. This recklessness has apparently increased somewhat since the general adoption of the M. C. R. boiler, and the light capacity cars suffer more than their heavier neighbors in consequence. As a rule when a light capacity car comes into the shop for general repairs, estimated to cost \$50 or more, it is condemned at once, to be replaced by one of 100,000 pounds capacity or more, and consequently it is only a question of time before they will be gone entirely.

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Jan. 12, 1901.

Cars and Locomotives.

—The Hocking Valley has just recently placed an order with the Brooks Locomotive Works, of Philadelphia, for five new consolidation locomotives, and five new switch engines of the heaviest type, to be delivered in July and August.

—The Pittsburg Locomotive Works is sending some new engines to Mexico. The first of the four 10-wheel passenger engines for the Grand Rapids & Indiana Railroad are being delivered from the Pittsburg Works at present.

—The Wabash Ry. has placed an order with the Pullman Co. for 10 chair cars and 5 coaches, and one with the American Car & Foundry Co. for 25 coaches and 8 combination baggage cars. Delivery is to be made next May and June. The new equipment will cost in the neighborhood of \$250,000. General Manager Ramsey has also asked bids on 50 locomotives.

—The American Car & Foundry Co. has looked an order from the New York Central for 500 box cars. It also has a contract to erect 20 refrigerators for the Continental Fruit Express Co.

—The Illinois Car & Equipment Co., of Chicago, has received a contract to build 20 stock cars for the Mather Horse & Stock Co. of Chicago.

—The Boston Elevated Railroad Co. has ordered 45 cars from the St. Louis Car Co. of 30 cars from the Wason Manufacturing Co. of Brighton, Mass., and 22 cars from Osgood Bradley & Sons, of Worcester, Mass.

—The Baldwin Locomotive Works are to construct 10 locomotives for the Chicago Great Western Ry.

—The Grand Trunk Co. has ordered six engines from the Dickson Manufacturing Co., of Scranton.

—The Schenectady Locomotive Works, of Schenectady, N. Y., have an order to build four locomotives for the Michigan Central Railroad.

—The Maine Central Railroad is having 250 freight cars built at the works of the Locomotive Car Co., at Litchfield, N. H.

—The Pressed Steel Car Co., of Pittsburg, has secured an order from the Great Southern Railroad of Spain for 70 cars. This is said to be the first order for steel cars ever received in this country from Spain. It also has a contract to erect 300 cars for the Union Pacific Railroad.

Times Herald.

Jan. 14, 1901

The interests in control of the New York Central have under consideration a plan for merging the Big Four Railroad into the New York Central system. May take in the ownership of the Big Four. Big Four is vested absolutely in the Vanderbilts. This was announced some time ago and is shown by the public reports made by the New York Central. For some time a merger of the properties has been contemplated, but it was not

until recently that the plan took shape.

The interests owning the New York Central have recently acquired the Delaware and Hudson. The property is being held until some decision can be reached as to the disposal of it. It was purchased simply to take it out of the field as a factor in settling the coal situation in the East. The sensational fluctuations of Delaware and Hudson stock last week have been ascribed to the fact that those in charge of the property knew that control has passed into the hands of the Vanderbilts and that the increase in the dividend rate was for the purpose of forcing the best possible terms when the lease to the New York Central was made.

The advance in the dividend rate and the knowledge of the transfer of control opened the unusual activity and speculation in value of the stock.

—The Savannah, Florida & Western Railway Co. has ordered 50 freight cars from the Southern Car & Foundry Co., of Camden, Ala.

—The Pressed Steel Car Co. has recently booked several important orders for cars. Among them were 480 ballast and 300 coal cars for the Union Pacific; 1000 cars for the Northern Pacific; 75 flat cars for the Diamond, Rock Island & Northwestern and a number of cars for the Cape Colony Railroad, of South Africa.

—The Southern Indiana Railway Company has contracted with the Barney & Smith Car Company, of Dayton, O., for the construction of 500 freight cars.

—The Burlington, Cedar Rapids & Northern Railroad has given an order to the Brooks Locomotive Works, of Dunkirk, N. Y., for the erection of five engines.

—An order for 50 new locomotives was given by the Missouri Pacific-Iron Mountain, to the Brooks Locomotive Works. Deliveries to be made in February, March, April and May of the coming year. The new engines will be ten wheelers, with 124,000 lbs. pressure on the drivers, 32,000 lbs. on the trucks, or a total weight of 150,000 lbs. Forty-four of the new engines will be placed in the freight service, and six in the heavy passenger service. The weight of the tender, loaded, will be 98,000 lbs., and the cylinder dimensions will be 19x27 for the passenger engines and 19x28 for the freight engines. The contract calls for electric headlight for the passenger locomotives.

—The American Car & Foundry Company reports receiving an order for 65 cars for the New Zealand Railway Company. 150 freight cars for Spain and also received orders for 500 box cars for the Grand Trunk Ry. of Canada, 500 refrigerators for the Armour Company, 500 coal cars having a capacity of 40 tons for the Delaware & Hudson, 500 flat cars for the Missouri Pacific and 350 coal, fuel and box cars for the Tennessee Central.

—The Philadelphia & Reading Ry. has given an order for 1,000 pressed steel cars to the Pressed Steel Car Company. A contract for 500 steel gondola cars, with a capacity of 100,000 lbs. each, was let to the Gambia Steel Company of Johnstown, and another contract was let to the Harlan & Hollingsworth Company, Wilmington, for 20 standard passenger coaches, and a fifth contract to Jackson & Sharp, Wilmington, for ten passenger coaches with extra wide vestibules.

—The Wabash is expected to place orders for 24 freight locomotives, 10 passenger and 6 switchers, Saturday of this week.

—The Choctaw, Oklahoma & Gulf has ordered 850 freight cars, as follows: 350 of the Southern Car & Foundry Co., 400 of the Mt. Vernon Car Works and 100 of the Georgia Car Co., of Savannah. Simplex bolsters are to be used.

—The Chicago, Rock Island & Pacific has ordered 100 furniture cars to be built by the Illinois Car & Equipment Co.

Wileox, Arcade building.
7th and Pharmacy, No. 741 Coe
Grove avenue.

"We further represent that the attention of the police officers in charge of the district in question has been recently called to the open and notorious violation of the city ordinances by the places before named, but that if any notice is taken of these complaints it is done in a merely perfunctory manner, and that while occasionally there is a prosecution of these drug-stores, lookseeps, no such vigorous measures have at any time been taken as would result in a stoppage of the illegitimate trade carried on by these drug stores as above stated."

"We now earnestly and respectfully appeal to you as chief executive of the city, and request that you take such measures as will be effectual in preventing the running of unlicensed saloons in Pullman. In doing so we point out to you the injustice of forcing us to pay a tribute of \$50 a year to the city when the same business which we carry on under license is openly and notoriously carried on without a license by these so-called drug stores."

"The existence of these places in open defiance of law is not alone an injury to those who pay a license, but it is also bound to reflect unfavorably on the city administration, and more especially on the police department, in view of the fact that some of the men mentioned openly boast of the fact that they are immune from prosecution by reason of paying for police protection."

We hope that you will be able to devise some measure by which the evil complained of may be effectually stopped."

The closing of these illegal saloons in Grand-street to Pullman.

This paper in its issue of Sept. 30, 1890, fifteen months ago, exposed this business in Pullman, but notwithstanding that it was an open secret at the time, the authorities took no action, although the article caused much favorable comment in local circles.

The action had been too long deferred even then, but the end has come at last. On the occasion of a general meeting in this end of the city.

Jan. 12, 1901.

Cars and Locomotives.

—The Hocking Valley has just recently placed an order with the Brooks Locomotive Works, of Philadelphia, for five new consolidation locomotives, and five new switch engines of the heaviest type, to be delivered in July and August.

—The Pittsburg Locomotive Works is sending some new engines to Mexico. The first of the four 10-wheeled passenger engines for the Grand Rapids & Indiana Railroad are being delivered from the Pittsburg Works at present.

—The Walsh Ry. has placed an order with the Pullman Co. for 10 chair cars and 5 coaches, and one with the American Car & Foundry Co. for 25 coaches and 8 combination baggage cars. Delivery is to be made next May and June. The new equipment will cost in the neighborhood of \$250,000. General Manager Ramsey has also asked bids for 50 locomotives.

—The American Car & Foundry Co. has booked an order from the New York Central for 500 box cars. It also has a contract to erect 200 refrigerator cars for the Continental Fruit Express Co.

—The Illinois Car & Equipment Co., of Chicago, has received a contract to build 20 stock cars for the Mather Horse & Stock Car Co., of Chicago.

—The Boston Elevated Railroad Co. has ordered 45 cars from the St. Louis Car, 30 cars and 30 coaches from the Wason Manufacturing Co., of Brighton, Mass., and 22 cars from Osgood Bradley & Sons, of Worcester, Mass.

—The Baldwin Locomotive Works are to construct 10 locomotives for the Chicago Great Western Ry.

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—The Schenectady Locomotive Works, of Schenectady, N. Y., have an order to build four locomotives for the Michigan Central Railroad.

—The Maine Central Railroad is having 250 freight cars built at the works of the Locomotive Car Co., at Lacombe, N. H.

—The Pressed Steel Car Co., of Pittsburg, has secured an order from the Great Southern Railroad of Spain for 70 ore cars. This is said to be the first order for steel cars ever received in this country from Spain. It also has a contract to erect 300 cars for the Union Pacific Railroad.

Times Herald.

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—The interests in control of the New York Central have under consideration a plan for merging the Big Four Railroads into the New York Central system. May Place in the ownership of the Big Four is vested in the Big Four, solely in the Vanderbilts. This was announced some time ago and is shown by the public reports made by the New York Central. For some time a merger of the properties has been contemplated, but it was not

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The interests owning the New York Central have recently acquired the interests of Hudson. The property is being held until some decision can be reached as to disposal of it. It was purchased simply to take it out of the field as a factor in settling the coal situation in the East. The sensational fluctuations of Delaware and Hudson stock last week have been ascribed to the fact that those in charge of the property know that control has passed into the hands of the Vanderbilts in the East. The increase in the dividend rate was for the purpose of forcing the best possible terms when the lease to the New York Central is effected.

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—The American Car & Foundry Company reports receiving an order for 63 cars for the New Zealand Railway Company. 150 freight cars for Spain and 20 sugar cane cars for Cuba. This company has also received orders for 200 box cars for the Grand Trunk Ry. of Canada, 500 refrigerator cars for the Santa Fe, 75 refrigerator cars for the Armour Company, 500 coal cars having a capacity of 40 tons for the Delaware & Hudson, 500 flat cars for the Missouri Pacific and 250 coal, flat and box cars for the Tennessee Central.

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The Southern Indiana Railway Company has contracted with the Barney & Smith Car Company, of Dayton, O., for the construction of 200 freight cars.

The Burlington, Cedar Rapids & Northern Railroad has given an order to the Brooks Locomotive Works, of Hunkeler, N. Y., for the erection of five engines.

An order for 50 new locomotives was given by the Missouri Pacific-Iron Mountain, to the Brooks Locomotive Works. Delivery to be made in February, March, April and May of the coming year. The new engines will be ten wheelers, with 124,000 lbs. pressure on the drivers, 32,000 lbs. on the tanks, or a total weight of 156,000 lbs. Forty-four of the new engines will be placed in the freight service, and six in the heavy passenger service. The weight of the tender, loaded, will be 19,800 lbs., and the cylinder dimensions will be 19x25 for the passenger engines and 19x28 for the freight engines. The contract calls for electric headlight for the passenger locomotives.

The American Car & Foundry Company is receiving an order for 65 cars for the New Zealand Railway Company, 150 freight cars for Spain and 20 sugar cane cars for Cuba. This company has also received orders for 500 box cars for the Grand Trunk Ry., of Canada, 500 refrigerator cars for the Santa Fe, 75 refrigerator cars for the Armour Company, 500 coal cars having a capacity of 40 tons for the Delaware & Hudson, 500 flat cars for the Missouri Pacific and 250 flat and box cars for the Tennessee Central.

The Philadelphia & Reading Ry. has given an order for 1,000 pressed steel cars to the Pressed Steel Car Company. A contract for 500 steel gondola cars, with a capacity of 100,000 lbs. each, was let to the Ganster Steel Company of Johnston, and another contract was let to the Harlan & Hollingsworth Company, Wilmington, for 20 standard passenger coaches, and a fifth contract to Jackson & Sharp, Wilmington, for ten passenger coaches with extra wide vestibules.

The Wabash is expected to place orders for 31 freight locomotives, 10 passenger and 6 switchers, starting in the fall.

The Choctaw, Oklahoma & Gulf has ordered 850 freight cars, as follows: 350 of the Southern Car & Foundry Co., 400 of the Mt. Vernon Car Works and 100 of the Georgia Car Co., of Savannah. Similar orders are to be used.

The Chicago, Rock Island & Pacific has ordered 100 furniture cars to be built by the Illinois Car & Equipment Co.

RECEIVED
at the
following
Cannibal, Market Hall
Cannibal, No. 743 Cor
Cannibal

Wheeler, Arcade building,
7th and Pharmacy, No. 741 Co.
Crows avenue.

"We further represent that the attention of the police officers in charge of the district in question has been repeatedly called to the open and notorious violation of the city ordinances by the places before named, but that in no place is taken of these complaints. It is done in a merely perfunctory manner, and that while occasionally these places are visited by the various municipal inspectors, no such vigorous measures have at any time been taken as would result in a stoppage of the illegitimate trade carried on by these drug stores as aforesaid.

"We now earnestly and respectfully appeal to you as chief executive of the city and request that you take such measures as will be effectual in preventing the running of unlicensed saloons in Pullman. In doing so we point out to you the injustice of forcing us to pay a tribute of \$500 a year to the city when the same business which we carry on under license is openly and notoriously carried on without a license by these so-called drug stores.

"The existence of these places of open defiance of law is not alone an injury to those who pay a license, but it is also bound to reflect unfavorably on the city administration, and more especially on the police department, in view of the fact that some of the most prominent open boasts of the fact that they are immune from prosecution by reason of paying for police protection. We hope that you will be able to devise some measure by which the evil complained of may be effectually stopped."

The closing of these illegal saloons is a 400-send to Pullman.

This paper in its issue of Sept. 20, 1890, fifteen months ago, exposed the business in Pullman, but notwithstanding that it was an open secret at the time, the authorities took no action, although the article caused much favorable comment in local circles.

The action had been too long deferred even then, but the end has come at last. It is the occasion of general rejoicing in this end of the city.

Jan. 16, 1901

HE INSPIRED IDIOT.

IF YOU TIP A PULLMAN PORTER.

Times Herald.

Jan. 16, 1901.

EGG WITHS LIVING TOGETHER.

Daughter of Robert T. Lincoln Not Agreeing to Get a Divorce.

SPECIAL TO THE TIMES-HERALD.]
Chicago, Jan. 16.—Mrs. Warren, daughter of Robert T. Lincoln, who has arrived in this city from Chicago, having had a home prepared for her, and a fortune sufficient to dispel every feeling of the survivor so recently recalled about her securing a divorce.

Journal.

Jan. 15, 1901.

BETTER LIGHT FOR CARS.

Inspection of the St. Paul Road Inspects Various Systems of Coach Illumination.

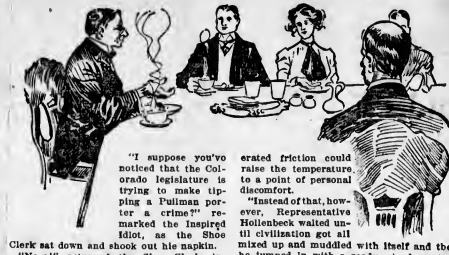
Chicago, Milwaukee & St. Paul railroad inspected a number of systems of lighting last night with a view of determining some standard method of system with their library and ordinary passenger cars. The inspection was made in the night department, where a number of cars were selected for their examination, each equipped with the system of one of the competing companies. The lamps are used almost entirely for the lighting of all but parlor cars, and are of various kinds, some new and better system with incandescent bulbs of an innovation in passenger cars. Electrically can only be used on parlor cars or on chair cars of limited trains on account of the great expense of equipment and maintenance. The call for a competitive test of new systems, the officials of the road believe, gave them an opportunity to choose from the best of the many recent inventions which have been made.

Incandescent was generated on the cars, it is thought, will be the base of car-lighting systems of the future, and several cars equipped with modifications of the ideas were exhibited to the inspection of the railroad officials last night. One of the most recently originated concerns the Avery Acetylene gas company, had a car lighted with acetylene, which seemed to meet with the approval of the railroad. The Avery system the gas is generated in small tin boxes which takes up very little room and a brilliant light is furnished by the lamps. Lawrence Pritch, the president of the company, was present at the test, and explained the advantages which he claims his system. It will be several days before a report will be adopted is decided upon.

Times Herald.

Jan. 15, 1900.

The Pullman Company declared yesterday its quarterly dividend of \$2.44 per share in cash dividends, payable on and after Feb. 15 to stockholders of record at close of business Feb. 1, 1901. The company also declared a stock dividend of one share of stock for every ten shares of common stock held at the close of business Feb. 1, 1901.



"I suppose you've noticed that the Colorado legislature is trying to make tipping a Pullman porter a crime?" remarked the Inspired Idiot, as the Shoe Clerk sat down and shook out his napkin. "No!" returned the Shoe Clerk, incredulously.

"Yes, the gentleman from Cripple Creek, who got his railroad and Pullman passes all right, seems to have brought up standing by a colored porter who couldn't be feared by a legislative front with a diamond in it. It isn't made plain whether the porter dined that the gentleman from Cripple Creek at all, or whether he dusted him on both sides and around the hat rim and then took it out in looking at his withering glances when the gentleman from Cripple Creek didn't come down with the price of two dark-eyed drinks."

"But, anyhow, when Representative Holtenbeck got into session in Denver he was so strenuous as to get out of order in introducing a bill so beautifully framed in its comb as to make the hat rim of the law look like a choice seat at a vaudeville performance."

"The gentleman from Cripple Creek would have a sliding scale of fines to be assessed against the porters, ranging from \$10 to \$25 for each and every tip received—especially every one. This scale seems to have been based on the Cripple Creek presumption that no man is mean enough to give less than 10 cents, or liberal enough to give more than a quarter. Then, to make sure that the law would be enforced, the bill provides that the porter with the upturned dusky palm with an inch lip shall be the only criminal concerned and that the man who can lay a silver quarter on this filthy spot and make it stick to his hand be the \$25 fine for doing a good job of it. Incidentally the railroad company which baits the Pullman car and pays through its passenger passages for the privileges shall be fined \$300 for each and every time that one of these each and every tips changes hands."

"Think of that, will you? I can imagine you, as a Colorado representative, sit that gentleman from Red Dog or Dun Cow, holding an assumed railroad pass good on all trains and having D. H. punched in your Pullman berth check." I can see you with six silver quarters in one pocket and five in the other working those passes for all they are worth, trying to unload populist money at \$12 a throw.

"Say, wouldn't that beat selling nervous pork at \$17.50 a barrel? You could have all the change of sense you wanted, with your head to the engine and a screen in and your chasin' back and forth to find out how your constituency felt about things you'd be in line for a United States senatorship by the time you had collected enough money to pay for it."

"All this, of course, is leaving the porter out of the deal, though he would be likely to show up strong in the shouts-of-the-populace parts."

erated friction could raise the temperature, to a point of persons discomfort.

"Instead of that, however, Representative Holtenbeck waited until mixed up and muddled with itself and then he jumped in with ready-mixed mustard plaster guaranteed to draw all the soreness out of the traveling public or to blister full—

"The whole business is simply a beef. When it comes down to the scratch the gentleman from Cripple Creek might have ridden down to Denver in a day coach, where he could have stuck his head out of the window whenever the engineer whistled for brakes at a mean down grade. He didn't have to give up his per diem stuff, anyhow. He could have taken the cold, white eye on his starboard quarter and carried his own grip and umbrella and rain coat to the platform of the union depot. Even cats can look at kings, you know."

"I say this is all a beef, because when it comes down to legislating for the peepul cat on the chance that the deer peepul will give him a leg, the gentleman from Cripple Creek will have to pay for it. You know why there is a 1-cent war tax on a 25-cent telegram and a 2-cent tax on a \$100 birth in a sleeping car? Why, simply because the peepul cough up the one-twenty-fifth tax on the telegram and the sleeping-car company pays the one-one-hundredth tax on the \$2 berth. An ounce bottle of ordinary corn-cob pays more tax than a lower berth in a Pullman train from Chicago to Colorado."

"Why? Ask Holtenbeck. The gentleman from Cripple Creek may not know, but you would know. He would accept the nomination to Chicago to be a congressman. He would know he that way. He probably doesn't know how to let the water out of a white-metal bowl in the case of a sleeper, but you could tell him how to sleep in berth No. 11, or force him to part with a 25-cent tip until his pet measure shall pass."

"As a matter of fact, so many people who travel in Colorado sleeping cars are getting away from summer-resort hotels that if they have anything left at all a 25-cent tip to a porter is easier than an old slipper. They have paid for a vertical mile to mountain guides until a quarter for a rose-lavend finger-bowl in a dining car is the poetry of motion."

"It is all probability the gentleman from Cripple Creek will go back home in the smoker. Most people who know how to find the half-hundred of lower 6 have never kicked at a quarter for the soft, greeny-slime that is smeared on their shoes while they sleep. And for the last brushed into their eyes and ears from the stoves of upper 6, who gets off forty miles sooner than they do. They may have ideas as to stamp taxes and how much a company ought to be paid for the berth when it is paid heavy mileage for allowing its cars to be stalled. They may not object, indeed, at that \$13 a month but a porter's getting a little more than \$13 a month from the company which employs him. But since the courts have



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Jan. 16, 1901.

Times Herald.

Jan. 14, 1901.

EVERYBODY'S LIVING TOGETHER.

Paul... of Robert T. Lincoln Not At...
 Special to THE HERALD.—Mrs. C. P. N. Iowa, Jan. 14.—Mr. Lincoln's daughter of Robert T. Lincoln of Chicago, has arrived in this city from Chicago having come to house-keeping. Her husband has had a home prepared for her in Chicago. This feature of the marriage will be a very vestige of the rumor so recently published about her securing a divorce.

Journal.

Jan. 15, 1901.

SEEK BETTER LIGHT FOR CARS.

Office of the St. Paul Road Inspect...
 Various Systems of Coach Illumination.

...of the Chicago, Milwaukee & St. Paul Road inspected a number of systems of lighting last night with a view of determining some standard method of illuminating the interior of the ordinary passenger coach. The inspection was made in the night depot, where a number of cars were displayed for their examination, each equipped with the system of one of the competing companies.

Various lamps are used almost entirely in the lighting of all but parlor cars, and if a new system of some new and better system will be developed of an innovation in passenger coach lighting. Electricity can only be used on parlor cars, and on chair cars of limited trains on account of the great expense of equipment and maintenance. The call for a competitive test of new systems, the officials of the road believe, gave them an opportunity to choose from the best of the many recent inventions which have been made.

Acetylene was generated on the cars, it is generally held, will be the base of car-lighting systems of the future, and several cars equipped with modifications of this idea were exhibited to the inspection of the railroad officials last night. One of the most generally organized concerns, the Avery Acetylene Company, had a car lighted with acetylene, which seemed to meet with the favor of the railroad men. The Avery system of the gas is generated in a tank in which a pinch of calcium carbide and a brilliant light is furnished by two lamps. Lawrence P. Pitch, the president of the company, was present at the test, and explained the advantages which he claims his system will be several days before a system to be adopted is decided upon.

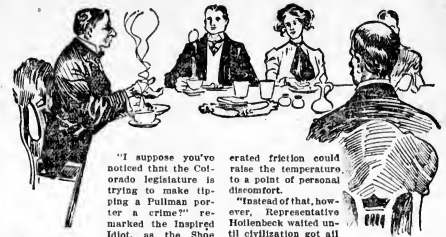
Times Herald.

Jan. 15, 1900.

...man Company declared yesterday quarterly dividend of \$2 1/2 per share from... payable on and after Feb. 15... record at close of business Feb. 1, 1901... payable close Feb. 1 and...

THE INSPIRED IDIOT.

IF YOU TIP A PULLMAN PORTER.



"I suppose you've noticed that the Colorado legislature is trying to make tipping a Pullman porter a crime?" remarked the Inspired Idiot, as the Shoe Clerk sat down and shook out his nankin. "No-o-o!" returned the Shoe Clerk incredulously.

"Yes, the gentleman from Cripple Creek, who got his railroad and Pullman passes all right, seems to have been brought up standing by a colored porter who couldn't be feazed by a legislative frow with a diamond in it. It isn't made plain whether the porter didn't start the gentleman from Cripple Creek at all, or whether he dusted him on both sides and around the hat rim and then took it out in looking a few withering glances when the gentleman from Cripple Creek didn't come down with the price of two dark-red drinks."

"But, anyhow, when Representative Hollenbeck got into session in Denver he was so strenuous as to get out of order in introducing a bill so beautifully framed in its combsack to make it Illinois law look like a choice asset at a vaudeville performance."

"The gentleman from Cripple Creek would have a sliding scale of fines to be assessed against the porters, ranging from \$10 to \$25 for each and every tip received—especially every one. This scale seems to have been based on the Cripple Creek presumption that no man is mean enough to give less than a dollar, or liberal enough to give more than a quarter. Then, to make sure that the law would be enforced, the bill provides that the porter with the up-turned dusky palm with an itch in it shall be the only criminal concerned and that the man who can lay a silver quarter on the Pullman bar and pore through its pass passage for the privileges shall be socked \$300 for each and every time that one of these each and every tip charges lands."

"Think of that, will you? I can imagine you as a Colorado representative, allied the gentleman from Red Dog or Dun Cow, holding an annual railroad pass good on all trains and having D. H. punched in your Pullman berth check. I can see you with six silver quarters in one pocket and five in the other working those passes for all they are worth, trying to unload populist money at \$12.50 a throw."

"Say, wouldn't that beat selling nervous parts at \$7.50 a barrel? You could have all the change of scene you wanted, with your head to the engine and a screen in and in chasmic back and forth to find out how your constituency felt about things you'd be in line for a United States senatorship by the time you had collected enough money to pay for it."

"All this, of course, is leaving the porter out of the cast, though he would be very likely to show up strong in the shout-of-the-populace party."

erated friction could raise the temperature to a point of personal discomfort. "Instead of that, however, Representative Hollenbeck waited until all civilization got mixed up and shocked with itself and then he jumped in with a ready-mixed mustard plaster guaranteed to drive all the soreness out of the traveling public or to blast full size."

"The whole business is simply a beef. When it comes down to the scratch the gentleman from Cripple Creek might have ridden down to Denver in a day coach, where he could have stuck his head out of the window whenever the engineer whistled for brakes at a mean down grade. He didn't have to give up his per diem stay, anyhow. He could have taken the cold, white eye on his starboard quarter and carried his own grip and umbrella and rain coat to the platform of the union depot. Even cats can look at kings, you know."

"I say this is all hoof, because when it comes down to legislating for the peepul you don't get any answers below the collar button. Do you know why there is a 2-cent war tax on a 20-cent telegram and a 1-cent tax on a \$2 or \$2.50 berth in a sleeping car? Why, simply because the peepul cough and the one-twenty-fifth tax on the telegram and the sleeping-car company pays the one-hundredth tax on the \$2 berth. An ounce of ordinary care-cure pays one tax tag lower berth in a Pullman train from Chicago to St. Paul."

"Why? Ask Hollenbeck. The gentleman from Cripple Creek may not know, but you can bet he would accept the nomination to if his congressional district would only see it that way. He probably doesn't know how to let the water out of a white-metal bowl in the washbasin of a sleeper, but you couldn't hire him to part with a 25-cent tip until he sees him to part with a 25-cent tip until his pee measure shall pass."

"As a matter of fact, so many people who travel in Colorado sleeping cars are getting away from summer-resort hotels that if they have anything left at all a 25-cent place for a 25-cent cooler than an old slipper. They have paid \$4 a vertical mile to mountain guides until a quarter for a rose-leaved finger-bow in a dining car is the poetry of motion."

"In all probability the gentleman from Cripple Creek will go back home as a smoker. Most people who know him to find the bell button of lower 6 have never kicked at a quarter for the soft, greasy shine that comes out of their shoes while they sleep and for the lint brushed into their eyes and ears from the overcoat of a sleeper who gets out of forty miles sooner than they do. They may have known the steep taxes and how much a company ought to get for a berth when it is paid heavy mileage for allowing its cars to be hauled. They may not object, indeed, at the idea of a porter's getting a little more than his \$12 a month from the company which employs him. But since the courts have



...man that is to be a Pullman porter... cut out of an expense account the gentleman from Cripple Creek might get odd... the dear peepul will... Pullman company except the stumpy tax... for up to in the chair one?" suggest!

...the Inspired Idiot, "said... "yes," asserted the Inspired Idiot, "must... look at their ticks by the light of... a nesting green-topped lantern without any shade... confident that no gen-..."

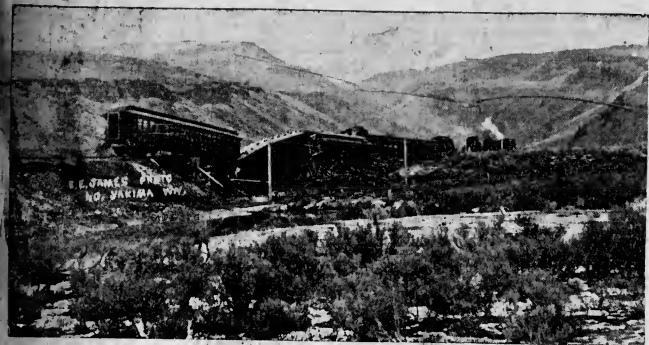
...Cripple... was born a little too late in the... landscape, for instance, when the site of... Pike's peak was a mere puddle, with a discom... near all rights. He couldn't have appeared... from a decision of the chair, but he could... have risen to a point of personal privi... "yes," asserted the Inspired Idiot, "must... swapped for travel he could have sat down to... on the steep, slipper side of a nesting green-topped lantern and let his gen-..."

252

DAY, JANUARY 16, 1901.

THE SEATTLE POST-INTELLIGENCER, WEDNESDAY

REMARKABLE RAILROAD SMASH-UP WITH NO SERIOUS CASUALTIES.



THE PULLMAN CO.
DIST. SUPPLY OFFICE.
JAN 17 1901
PORTLAND, ORE.



252

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REMARKABLE RAILROAD SMASH-UP WITH NO SERIOUS CASUALTIES.



THE PULLMAN CO.
DIST. SUPPLY OFFICE
JAN 17 1901
PORTLAND, ORE.



Ser. 07 Vol. 2

Page 252 frag.

Envelope _____

Foldout _____

Insert _____



NORTH YAKIMA, Jan. 15.—The accompanying pictures show what the railroad men say is the worst wreck of a passenger train that ever occurred on this division, and probably one of the most complete smashups in the history of railroading in the Northwest. It was an old railroad man who started for the nearest telegraph station immediately after the accident, not daring to wait to ascertain the number of fatalities, and from there he sent to North Yakima for all the surgeons and surgical apparatus that could be procured in haste. When the doctors arrived on the ground some time later they were simply dumfounded, after seeing the wreck,

that there were no dead and none injured severely. Within fifteen minutes their work was done, and they were ready to return home.

The westbound passenger train left here an hour late Sunday morning, and on this level stretch of track was running fast to make up time. The bridge over Squaw creek had been weakened by the freshet which came in the night. It gave way under the engine. The engineer felt it going, and put on every pound of steam, hoping to draw the train safely over. It is said that his action probably saved the complete demolition of the cars behind him, and consequent loss of life.

The picture shows a forty-foot rail pro-

truding through the roof of the smoking car. This coach was full of men, and the fact that the rail passed through the floor and roof without injuring one of them is probably one of the most marvelous features of the wreck.

Probably 500 people from this city yesterday visited the scene of the wreck. A. W. Knowles, of North Yakima, was in the smoking car when the accident occurred, and Register Walter J. Reed, of the United States land office here, was in the chair car. The seats were smashed to pieces by the car behind, and Mr. Reed could scarcely believe his eyes when he saw that none of the children were hurt.

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Chronicle.

Jan. 13, 1901.

Wills Tax on Pullman Millions.
The expansion of the fortune of George M. Pullman from \$7,000,000, estimated at the time of his death, to \$17,000,000, as shown in the second accounting of the executors of the estate, is now being investigated by Assistant Clerk Shannon of the probate court for the purpose of imposing a corresponding increase in the docket fee.

This means a revenue of \$7,000, and the inheritance tax to the state and the national government, it is said, will be increased two and a half times by the more complete report of the executors.

Chronicle.

Jan. 17, 1901.

WATCHES THE DRUG STORES

Inspector Hunt Says That Police Are Vigilant in Pullman

Drug stores in Pullman are not disposing of liquors in a general way or paying for protection, says Inspector Hunt. The inspector denies the allegations made by the Hyde Park saloon-keepers in their petition to Mayor Harrison, but admits that it is difficult to prove cases against offending druggists. Immediately after the charge against Bennett under his captain and lieutenant and the response was a general denial that the stores were violating the law. The inspector said:

"Without exception officials in this district have received instructions to apprehend all parties found violating the laws relating to the illegitimate sale of spirituous liquors and to keep a close watch. I have heard up to this time but no complaint against the drug stores in two years."

Railway Age

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Inter Ocean.

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GROWTH OF PULLMAN ESTATE.

Second Appraisalment Causes Increase in Court Fees Paid by Heirs.

The estate of the late George M. Pullman will have to pay into the Probate court an additional docket fee of \$2,770. This order was decided upon by Judge Cutting yesterday. This addition will make the total docket fees in the estate \$10,370. The second accounting of the executors and trustees, made some weeks ago, showed the value of the estate to have increased to about \$17,000,000. In this second accounting was filed the record of the appraisers of the County court, upon which the inheritance tax was fixed, and upon this appraisalment of \$10,370,574, made in August, 1899, the increase of fees is based. Upon the basis of this appraisalment the estate paid an inheritance tax of \$188,242.

The increase in the value of the estate to \$17,000,000 is due to an increase in the value of the assets held by Mr. Pullman at the time of his death.

Railway & Engineering Review

Jan. 9, 1901.

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A passenger coach on the Pere Marquette Ry. has been fitted with an individual equipment for fighting with acetylene gas. The car will be run as an experiment as is also the case with another car which has been in service with an electric lighting equipment with power derived from the axle.

Calumet Record.

Jan. 19, 1901.

SOUTH CHICAGO.

Labor unions of South Chicago have organized a new central body, to be known as the South Chicago Trades Assembly. In the immediate vicinity of Pullman and West Pullman there are large manufacturing establishments where the workmen are unorganized, and the new assembly hopes to form associations. The new central body will work in harmony with the Federation of Labor. The officers are: James Kirby, President; H. W. Clayton, Secretary; and W. C. Davis, Treasurer.

How the trumpet, beat and drum play upon an instrument of tonal beauty and of the celestial music. The Illinois Commerce Billiard League will be organized. We have today swarmed for this hour for to these many moons. Mrs. George M. Pullman will spend a portion of the winter at the cottage at Palm Beach, Fla.

PULLMAN BLIND-PIGS CLOSE.

EVIL EXPOSED BY THIS PAPER SEPT. 30, 1899, STOPPED BY SALOONKEEPERS' PETITION TO MAYOR HARRISON.

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They presented to the Mayor the following petition, which was signed by fifty-five saloonkeepers, which saloons are west of the Illinois Central tracks and south of 95th street:

"To Carter H. Harrison, Mayor of Chicago: The undersigned, licensed saloonkeepers of the towns of Keussing, Gano, and Bowman respectfully represent to you that they are and have been dependent for a large portion of their trade, which enables them to pay the city license, and to do business in a legitimate manner, upon trade coming to them from the town of Pullman, where no saloon licenses are issued.

"We further represent that for a long time past a number of drug stores in that town, who have no city license, which authorizes them to sell liquors of any kind, have, in violation of the ordinances, maintained regular bars and otherwise have carried on the business of retail dealers in liquors for years past.

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Chronicle.

Jan. 13, 1901.

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Railway & Engineering Review

Jan. 8, 1901.

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Blow the trumpet, beat the drum, play upon the festive organ. The Hoop-La-Boree billiard tables are being repaired. We have formerly repaired for this hour for to these many moons.

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"We further represent that for a long time past a number of drug stores in that town, who have no city licenses of any kind, have, in violation of the ordinances, maintained regular bars and otherwise have carried on the business of retail dealers in liquor etc. for the purpose of which they

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Railway & Engineering Review

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How the trustees of the drug stores play with the festive season. The Hon. Florence Inghill tables are being retained. We have fogged you once this honor for to these many moons. Mrs. George M. Pullman will spend a portion of the winter at her cottage at Palm Beach, Fla.

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"We further represent that for a long time past a number of drug stores in that town, who have no city license, which authorizes them to sell liquors of any kind, have, in violation of the ordinances, maintained regular bars and otherwise have carried on the business of retail dealers in intoxicants, for the purpose of which business they are paying license

JEWEL THEFT AT VICTORIA HOTEL

Mrs. Louise Bowers Robbed of
a Handsome Brooch.

WAS FORTY DIAMONDS IN IT

Her Rich Gems Untouched by the
Thief—Police Notified and En-
joined to Recover.

Mrs. Louise Bowers, wife of the gone
owner, whose name has been recently as-
sociated with that of George M. Pullman,
and the victim of a theft last Wednesday
last, entered her apartments at the Victoria
Hotel and stole a brooch valued at \$2,500.
The jewel, which contained forty dia-
monds, is said to have been a Christmas
gift to Mrs. Bowers from Mr. Pullman.
Mrs. Bowers left the hotel yesterday for
New York City, and it was impossible to
reach her last night by telegraph to learn
the details of the theft.

Secrecy at the Hotel.

At the hotel no information could be ob-
tained from those in charge concerning the
disappearance of the gem. The greatest se-
crecy was maintained by the employes as to
the identity of the victim. One of the clerks
of the woman's name was Brown, and another
declined all knowledge of the robbery,
if such it was. Mr. Milligan, president
of the hotel company, could not be found.

According to the story told by one of the
hotel employes, Mrs. Bowers came to the
Victoria about two weeks ago. It is sup-
posed she was staying there under an as-
sumed name. Last Wednesday afternoon
she returned to her apartments after a drive
and discovered the theft of the brooch,
which was hidden in a chiffonier.

Other Jewels Untouched.

Other jewels, said to be worth several
thousand dollars, were in a casket in plain
view, but strange to say they were not
touched.

Mr. Milligan was sent for by Mrs. Bowers,
and the loss of the brooch was reported to
him. Mrs. Bowers was greatly excited and
alarmed. The door of her room was locked,
she said, and it was a mystery how the thief
entered the room.

Mrs. Bowers called a carriage and was
driven to the Central station. She reported
the loss to Captain Collier, and asked him
to keep the matter from the newspapers.
Detectives were sent to the hotel to investi-
gate the theft, but found no clew on which
to work.

The brooch is described as heart-shaped,
with pearls, rubies and forty diamonds
weighing from one-half to one and one-half
carats each.

\$2,500 BROOCH STOLEN.

MRS. LOUISE BOWERS ROBBED.

Alleged Gift from George M. Pullman,
Jr., Taken from a Room in Vic-
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Hold Up a Woman.

Louise Bowers—the wife from whom Fred-
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her alleged attachment for young George
M. Pullman, son of the late palace-car mag-
nate—was robbed while a guest at the Vic-
toria hotel.

A beautiful brooch, set with pearls, rubies
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valued by Mrs. Bowers at \$2,500, but it is
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its intrinsic worth because of its associa-
tion. It is said to have been a Christmas

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brooch. She opened the drawer and the
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the management of the hotel, and that same
afternoon the facts of the theft were re-
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When she left for the east yesterday Mrs.
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plicate in the country, and the disposal of
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To Light Europe's Cars by Electricity.

Announcement was made last week of
the signing of the contract between the
Consolidated Railway Electric Lighting
and Equipment Company, of this city,
and Vickers' Sons & Maxim, of London,
whereby the former company's system for
car-lighting is to be introduced among the
railways of Europe.

Isaac L. Rice, president of the Consoli-
dated company, has been abroad since last
July arranging to dispose of the com-
pany's foreign rights. He has now made
a contract with Vickers' Sons & Maxim
covering a period of 25 years, which will
give the latter firm a monopoly of the busi-
ness. The contract, it is said, is most
advantageous to the Consolidated com-
pany.

The Northern Pacific Railroad has sub-
stituted a long-distance telephone system
for the present telegraphic communication
in use along its lines. This is the first
time the system has been put in practical
use on a western road, though in the East
the Erie has used the telephone for some
time past between "blocks" on its signal
lines. The plan is to place each station
on a division in direct communication
with the division headquarters, and the
several division headquarters are to be
connected with the general offices by long-
distance lines. In this way much neces-
sary information of importance to the
different operating departments which
because of the limitations of the tele-
graph system must now be sent by mail
can, in the future, be telephoned at once.
The new service is expected to result in
a considerable saving and it will be ex-
tended so as to do away with the old sys-
tem wherever practicable.

Railway & Engineering Review

Jan. 26, 1901.

The everlasting Pullman porter tip is again in
evidence in the introduction into the Colorado leg-
islature of a bill which proposes to subject to a func-
tionary porter who takes a tip, and passenger who
gives one, and any road which employs a man
who will take a tip. In order to make the law ef-
fective it is proposed to divide the fines with the
informant. This opens up a new industry in Colo-
rado, which will, however, probably be confined to
the state, as it is doubtful if any other legisla-
ture could be found in the country who would be
willing to stand sponsor to such a bill. Pullman
tips should be abolished, but when it is done it will
be the Pullman Company and not any legislature
that does it.

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Railway & Engineering Review

Jan. 26, 1901.

The everlasting Pullman porter tip is again
evidence in the introduction into the Colorado
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any porter who takes a tip, and passenger who
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be the Pullman Company and not any legislature
that does it.

Jan. 19, 1901.

JEWEL THEFT AT VICTORIA HOTEL

Mrs. Louise Bowers Robbed of
a Handsome Brooch.

HAS FORTY DIAMONDS IN IT

Other Rich Gems Untouched by the
Thief—Police Notified and In-
formed to Secrecy.

Mrs. Louise Bowers, wife of the song writer, whose name has been recently associated with that of George M. Pullman, was the victim of a thief last Wednesday who entered her apartments at the Victoria Hotel and stole a brooch valued at \$2,500.

The jewel, which contained forty diamonds, is said to have been a Christmas gift to Mrs. Bowers from Mr. Pullman. Mrs. Bowers left the hotel yesterday for New York City, and it was impossible to reach her last night by telegraph to learn the details of the theft.

Secrecy at the Hotel.

At the hotel no information could be obtained from those in charge concerning the disappearance of the gem. The greatest secrecy was maintained by the employees as to the identity of the victim. One of the clerks said the woman's name was Brown, and another disclaimed all knowledge of the robbery, if such it was. Mr. Milligan, president of the hotel company, could not be found.

According to the story told by one of the hotel employees, Mrs. Bowers came to the Victoria about two weeks ago. It is supposed she was staying there under an assumed name. Last Wednesday afternoon she returned to her apartments after a drive and discovered the theft of the brooch, which was hidden in a chiffonier.

Other Jewels Untouched.

Other jewels, said to be worth several thousand dollars, were in a casket in plain sight, but strange as may they were not touched.

Mr. Milligan was sent for by Mrs. Bowers, and the loss of the brooch was reported to him. Mrs. Bowers was greatly excited and in tears. The door of her room was locked, she said, and it was a mystery how the thief entered the room.

Mrs. Bowers called a carriage and was driven to the Central station. She reported the loss to Captain Coltrane, and asked him to keep the matter from the newspapers. Detectives were sent to the hotel to investigate the theft, but found no clue on which to work.

The brooch is described as heart-shaped, set with pearls, rubies and forty diamonds weighing from one-half to one and one-half carats each.

Jan. 19, 1901.

\$2,500 BROOCH STOLEN.

MRS. LOUISE BOWERS ROBBED.

Stole Gem Gift from George M. Pullman, Jr. Taken from a Room in Victoria Hotel—Two Negroes Hold Up a Woman.

Louise Bowers—the wife from whom Frederick V. Bowers, the song writer, author of "Because," "Wait" and numerous other popular ballads, seeks a divorce because of her alleged attachment for young George M. Pullman, son of the late palace-car magnate—was robbed while a guest at the Victoria hotel.

A beautiful brooch, set with pearls, rubies and diamonds, the latter gems to the number of forty, was the article stolen. It was valued by Mrs. Bowers at \$2,500, but it is said it possesses for her a value far above its intrinsic worth because of its associations. It is said to have been a Christmas

gift from George M. Pullman, Jr. Mrs. Bowers was out during a part of the afternoon Wednesday, and when she returned had occasion to go to her chiffonier in the top drawer of which she had left the brooch. She opened the drawer and the brooch was gone. She immediately notified the management of the hotel, and that same afternoon the facts of the theft were reported to Capt. Luke Coltrane, chief of detectives. Every effort has since been made by the detective force to find the jewel, but without avail.

The manner in which the gem disappeared is as much a mystery as who was the thief, though it is apparent that the one who took it knew just what he was going after and where to look for it. There was some object in taking this particular jewel, as a case which was standing exposed on the chiffonier top and which contained several thousand dollars' worth of diamond jewelry was passed by. So far this is an inexplicable feature of the case.

Here for Holidays.

Mrs. Bowers came to the hotel shortly before Christmas and occupied an expensive suite during her stay which terminated yesterday. She has not slept closely to her room, and it is believed that opportunity was afforded for some one to acquaint himself with her customs regarding care and disposition of her jewels.

When she left for the east yesterday Mrs. Bowers was still heart-broken over the loss of the gem. The police are at a loss to know why this particular jewel should have been taken unless there is a motive for the theft which does not appear upon the surface. It is a brooch probably without duplicate in the country, and the disposal of it through the usual channels taken by thieves will be attended with many difficulties.

Dec. 12, 1900.

To Light Europe's Cars by Electricity.

Announcement was made last week of the signing of the contract between the Consolidated Railway Electric Lighting and Equipment Company, of this city, and Vickers' Sons & Maxim, of London, whereby the former company's system for car-lighting is to be introduced among the railways of Europe.

Isaac L. Rice, president of the Consolidated company, has been abroad since last July arranging to dispose of the company's foreign rights. He has now made a contract with Vickers' Sons & Maxim covering a period of 25 years, which will give the latter firm a monopoly of the business. The contract, it is said, is most advantageous to the Consolidated company.

The Northern Pacific Railroad has substituted a long-distance telephone system for the present telegraphic communication in use along its lines. This is the first time the system has been put in practical use on a western road, though in the East the Eric has used the telephonic for some time past between "blocks" on its signal lines. The plan is to place each station on a division in direct communication with the division headquarters, and the several division headquarters are to be connected with the general offices by long-distance lines. In this way much necessary information of importance to the traffic and operating departments which are limited by the limitations of the telegraph system must now be sent by mail can, in the future, be telephoned at once. The new service is expected to result in a considerable saving and it will be extended so as to do away with the old system wherever practicable.

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TRAINING CAR CATERING.

REQUIRES NICE CALCULATION.

Refrigerators and increased knowledge of chemistry as applied to Foods Make It Possible to Provide Meals Profitably.

"It takes the nicest sort of calculation to run the domestic catering of dining and sleeping cars that are gone for days out through the country beyond the manager's reach," said a railroad superintendent. "What a good housekeeper does every six months we do every few days; that is, clean our greases from kitchen and through to porter compartment, outside and in. Those special tables leased for long trips cannot be got at so frequently, but at the home station each-car as it is switched off on siding and treated as an outside through table, polishing and airing as any New England household goes in the spring. Pillows, mattresses, blankets, rugs and curtains are hung to the winds, windows and frames cleaned, kitchen apparatus and tableware rubbed up, furniture brushed and polished. And the outgoing car is ready for the orders, looks nothing from the jaded, towed tender that arrived some hours before. A whole household of things—brooms, cloths, tubs, fluids, soaps, disinfectants—are requisitioned, and the head cleaner must give strict account of all, otherwise such waste would be too great."

Every berry, every pound of meat and butter, every loaf of bread, item of milk, cream, sugar and other provisions for the dining car is carefully inventoried when the train which starts out at midnight without a list of supplies and without the number of meals served. Only by discipline and rigid vigilance is any domestic economy maintained on these moving houses. Special and private cars and special trains are coming more commonly into use, and careful, discriminating caterers and attendants are additionally valuable to road-owners. All commissary supplies furnished for special cars or trains are charged for according to the actual consumption, and 30 per cent added to cover cost of handling. These cars are usually paid for by the day.

On the regular train service it is not always that the dining car kitchen goes through to the train's destination. The dining cars on the head-end of the train or a dining car goes out from a certain point this afternoon with a through train; it serves dinner and breakfast off at some convenient place to be hitched later to the train which starts out at midnight without any provisioning, but whose passengers will want breakfast. This plan permits the passengers to taste the creations of several cooks on their journey across continents. Other trains carry the dining cars right through, particularly if the train is a through and direct one. When a road operates rival dining cars under different conductors it is easy to ascertain which caterer is generally the most economical and satisfactory. Although one car may serve a set of passengers who order profusely and waste much—three kinds of meat and two kinds of soup for one person, things they cannot consume—and the other caterer may fall in with considerate patrons.

Dining-Car Pantries.

The increased knowledge of chemistry and preserving inventions has come with simplified dining-car housekeeping. Admired canned soups and bouillons can be got and served hot and piping in a few minutes. Evaporated cream, proof against all possible spoiling or loss of flavoring, is a modern convenience. Fine bindings, minces, preserves, pickles, marmalades, relishes are all to be had. The cause put up under better conditions for keeping than ever. The fruits are respectable, now very rarely counterfeited the garden growth. Berries, grapes, fruits,

even the most delicate, are not practicable because of the marvellous improvement in refrigerators. The best-built refrigerators, perfectly insulated and guaranteed all corrective conditions, prevent even the daintiest shellfish from losing flavor.

Then, instead of alcohol as fuel for the lamps and great boiling urns, a superior mineral sperm oil is used—oil so safe that it will actually put out a fire if thrown on it. It takes good fireproof heat to start such oil or burning, but once started, boiling hot water is perpetually at hand. Space is the great condition in dining-car housekeeping. The snug way in which the fruits, salads, dressings, etc., are packed in their respective lockers, alongside the hotel cook or waiter used to plenty of room. And the dishes, plates, silver and glass ware all must be kept in individual racks to avoid damage when the train makes sharp curves. Within twenty inches of the steaming kitchen range are the refrigerators holding all needfuls and which must be opened and shut every few seconds to take out and replace things, for nothing can be left out in that intense heat. Five waiters, the cook and the conductor form the dining car's crew.

The Cook and the Telegraph.

The main portions of a dinner are begun when the cook comes on board an hour or so before starting. A forty-five-pound roast is put on the soup-stove simmering, as soon as the majority of tickets are sold the conductor is informed of the number, and he causes the quantity of other food to be prepared according to his judgment. Any known party of people is to come aboard at some other point he is telegraphed to that dinner for that number may be got ready. In all standard provisions there is no waste, but in meats and perishable articles no calculation can be made close enough to avoid loss. Much bread is thrown away or given to the cleaners and helpers about the station. And there are waste towels left over or dishes requiring long pretzels that are left unattended because the number of passengers was less than expected. The buffet car loses extensively in such matters, the patronage being uncertain, and already cooked food bound to be provided in case of call. "The efficiency of the service," said the superintendent, "is tested by special tickets. These board the cars singly as passengers, note any imperfections and report to us by letter. When there are many extending over a large territory such a agent is not recognized by the train people. He buys a meal like any passenger and looks out for flaws and defects. A printed list of questions that will be asked to tell us what we want to know is furnished and he answers them candidly. If the partitions between staterooms and compartments creak when the door is opened or closed he tells us, and the fault is repaired. The train is worn anywhere or the vestibule lamps don't burn, we are informed. Also whether the attendants are solicitous or indifferent to passenger comfort. If the porters are slack in assisting people to make the train, in placing seats for their convenience, etc., we learn the facts through the place where the misdeed occurred. If it is thought that way, a porter hands a passenger a check without using a silver we know it. There are only a few ladies' maids on the extra smart drawing-room cars, and on some special trains the cleaning of bedding is done in Canada. Of these conscientious services are exacted. Women look after the laundry work and the cleaning of bedding in the terminal stations, but owing to limited space, it is not preferred, they being able to do with less convenience than women."

UNCLE SAM PAYS THE TIPS

Treasury is Called Upon to Settle With Sleeping Car Porters and Others.

[From the Washington Star.]

The government, through a decision of the comptroller of the treasury, again recognizes the existence and necessity of the "tipping" of stewards of steamships, of officers and employees of the United States. Many years the comptroller of the treasury was practically the only authority on the demands of sleeping car porters by the payment of reasonable tips to them. There is no longer any question about the existence of a government employment account of a government employment when it includes tips to porters unless the amount paid is considered unreasonable, exactly what is reasonable has not been decided, except, possibly, as the experience of the auditing officer or the custom of his office tells him. Some government employees are more liberal than others in their expenditure of government money when they come in contact with porters, but unless the amount paid appears exorbitant it is generally allowed.

In the decision just rendered the comptroller decided that an army officer traveling between here and Porto Rico or return is justified in paying fees to the steward of a vessel. In the case considered Captain Irving was paid \$5 to the steward of a vessel when he was coming from San Francisco. Colonel G. W. Baird of the war department inquired whether his officers could be paid such fees and the comptroller says he is and says actual expenses of the officer.

The only exception was made in a recent decision, an officer traveling from Manila to the Philippines in a government transport paid the government with \$5 in fees to the steward and another \$5 in compensation for this that was unauthorized. He decides that on a vessel owned and controlled by the United States all the employees are in the pay of the United States government. To authorize the tipping of stewards and others on such vessels would be equivalent to an increase in the expense of the government. That will not be allowed.

Commenting on the decision in the case of Captain Irving, Comptroller Tracy said: "In this instance the vessel was a commercial one. The real truth is that tipping is part of the legitimate expense of an officer or employee of the government. If he didn't do this on the big steamship lines he wouldn't get any attention or hardly anything to eat. It is absolutely a part of a man's expenses. It is absolutely a part of a sleeping car or a fee to a porter." "Although the government is not required to pay the payment of fees to porters and other waiters, it is definitely held out against hotel and restaurant proprietors and other classes that have open palms for the army or navy stopping over. An officer of the water or an employee of the government is not authorized to pay a tip to a waiter at his private table, but if he will, he can tickle the porter just as much as he can at the expense of the government. The case on a steamboat, as just stated."

PULLMAN PORTER HAS PEST

Another Smallpox Patient is Removed to the Hospital.

Another case of smallpox was reported to the city health department yesterday and when Dr. Spaulding had made an investigation he ordered the removal of the patient to hospital. W. P. Carter, colored, is the victim. He was employed as porter on a Pullman car. He is about 20 years old and lives at 235 Forty-third street.

Three days ago he became ill and went to bed. Then his relatives became suspicious and notified the health department. Dr. Spaulding says Carter traveled far on the railroad cars and must have caught the disease during the journey. It was ascertained that any persons in the vicinity of Carter's home have been vaccinated against disease, as it had not assumed virulent form when reported.

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On the regular passenger trains it is not always that a dining car and kitchen goes through to the train's destination. The dining cars are the "floats" of the train. A dining car goes out from a certain point this afternoon with a through train; it serves dinner and is switched off at some convenient place to be hitched later to the train which starts out at midnight without such provisioning, but whose passengers will want breakfast. This plan permits the passengers to taste the creations of several cooks on their journey across continents. Other trains carry their own kitchen through, particularly if the route is a short and direct one. When a road operates rival dining cars under different management it is easy to ascertain which caterer is generally the most economical and satisfactory. Although one car may serve a set of passengers who order profusely and waste much—three kinds of meat and two kinds of soup for one person, things they cannot consume—and the other caterer may fall in with considerate patrons.

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Treasury is Called Upon to Settle With Sleeping Car Porters and Others.

(From the Washington Star.)

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The only exception was made in a recent decision. An officer traveling to the Philippines in a government transport vessel was authorized to pay the steward an amount which was considered that this was unauthorized. He decides that on a vessel owned and controlled by the United States all the employ-ees controlled by the United States government.

To authorize the tipping of sleeping car porters on government vessels would be equivalent to an increase in the actual expense of the government. That will not be allowed.

Commenting on the decision in the case of Captain Irving, Comptroller Treves said: "In this instance the vessel was a com-mercial one. The real truth is that tipping is a part of the legitimate expenses of an of-fer or employ of the government. If he did not do this on the big steamships he wouldn't get any attention or hardly any-thing to eat. It is absolutely a part of a man's expense, just as it is a part of a man's sleeping car or a fee to a porter."

Although the government has authorized the payment of fees to porters and stewards, it strongly holds out against hotel waiters, restaurant waiters and many other classes that have open palms for the reception of small gratuities. If the army or navy stopping over in a city to receive orders is authorized to pay a tip to a waiter at a hotel, the government will not be authorized to pay a tip to a waiter at the expense of the government. The case on a steamboat, as just stated.

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Jan 7, 1901

RAILROAD UP PULLMAN

Railroad Syndicate Wants the Sleeper Line.

Intends to Absorb All Sources of Income in Cars.

Concern Has Privilege on All Roads but Two in Country.

Negotiations Said to Have Been in Operation for Some Time.

Private Coaches Are Also to Be Bought by Combine.

Eastern Illinois to Have a Bridge Over Mississippi at Thebes, Ill.

It is now rumored that the Harriman-Morgan-Vanderbilt railroad syndicate is after things other than railway properties. It is said that the big combination that has been buying and pooling transportation lines all over the country is now planning to buy Pullman's Palace Car Company and absorb as far as possible, all the private car companies.

The Pullman company operates its cars over the various roads under long time contracts, usually of ten years' duration. It is said that the syndicate realize the immense profits of the sleeping car corporation and figure that they might just as well go to the treasury of the combination.

For some time, it is said, the syndicate has been negotiating for the purchase of a controlling interest in the Pullman company. The combination wants everything pertaining to railroads. Having unlimited capital, if the managers once decide to purchase even as big an affair as the Pullman company in this way. Just how far the negotiations for the absorption of the sleeping car concern have progressed cannot be learned, but it is the prevailing opinion that the deal is on.

Vast Extent of Pullman Line.

The Pullman company controls the sleeping-car privileges of every railroad in the United States except the Chicago, Milwaukee and St. Paul and the New York, New Haven and Hartford. In the general plan of consolidation the two companies doing business on these roads will also be purchased with those of the Pullman.

Private cars are also on the list to be bought by the syndicate. These are the cars owned by the various private industries of the country. The big meat packers in Chicago and in the Missouri river cities all own a majority of the cars used by them. Vehicle companies and manufacturers in other lines also own many of the cars and all are to be purchased by the combination. On these cars the railroads over which they are operating will give, running at a half a mile. If the railway would have this immense

Jan. 21, 1901.

ROBERT T. LINCOLN LAUDS QUEEN.

Tells Why the British People Loved Victoria—"A Wifed of All Women." Special to the Chicago Record.

New York, Jan. 21.—The World this morning publishes the following statement by

Robert T. Lincoln, former United States ambassador to the court of St. James: "It would be impossible to exaggerate the intense devotion of the British people to their queen—a combination of loyalty to the crown and love of the woman. I have often thought that if a man wished to commit suicide in London the quickest way for him to accomplish his purpose would be to stand on a prominent corner, such as Bond street and Piccadilly, and in the presence of two or more persons say something derogatory to the queen. He would not live sixty seconds.

"Queen Victoria is one of the wisest women—probably the wisest woman—that ever lived. I do not mean to say that she is a genius, but her great gift of common sense, reinforced by her vast store of knowledge, has enabled her to counsel men and women of all classes and conditions with wisdom that could not be excelled.

"I have been told by many of her ministers of state that of all the advice they received they relied most upon that of the queen. What gives especial weight to her recommendations is the fact that they are always based on the most definite and detailed information of anything that has happened throughout the world during her wonderful reign. She possesses a marvelous memory, and all her life it has been her practice to make memoranda of important events. These memoranda are so classified that any information of which she desires to make use is almost instantly available.

"I met the queen many times during my stay in England, but no man occupying such a place as I did could claim to be on terms of intimacy with her. All of my official character. On the occasions when I dined with her there was considerable conversation, entirely upon topics which she suggested. She was not given to making long speeches, but her short, incisive remarks on a large variety of subjects revealed the breadth of her knowledge.

"In talking with me she naturally turned the conversation toward matters in which I was interested. I cannot remember that she ever said anything about the sentimental relations between our government and her own, but in many ways she showed her warm interest in this country.

Interested in the Chicago Fair.

"In the spring of 1893, shortly before I returned to England, she made many inquiries in regard to the prospects of the World's Fair, then about to open. On an earlier occasion,

Chief Justice Fuller read the following opinion, holding that the state of Illinois, which it appears that states are in direct antagonism, and that this is not new in this case. He also said that it was "difficult to see how there could be any question of state which would bind the state of Illinois to control its action." It added: "The act complained of is not a nuisance and the injury alleged to be threatened

Jan. 22, 1901.

New Car Lighting System on the Illinois Central R. R.

The Illinois Central R. R. is making trial in suburban service of a coach lighted with hydro-carbon gas which is handled with sliding and lamp fixtures, very similar to those employed with the usual gas. It is called the Standard car lighting system and is varied in the ordinary gas fixtures, but with a 1/2 of less orifice. The gas is generated in a box hung below the car body, which is separated into three compartments. In the center compartment an electrolyte combines with iron or zinc particles to produce hydrogen gas, which then flows into either of the other tanks. The latter tanks contain a supply of gasolene, in passing across which the hydrogen gas is changed to hydro-carbon gas and flows through a pressure regulator and the usual piping to the jets. Lighting the jets starts the generation and turning them out stops the generation by the gas backing up and preventing the electrolyte away

from the pan of zinc turnings. The light is pleasing to the eye and as the piping is lined with a wicking which absorbs whatever gasolene is thrown down by condensation in cold weather trouble from this source is not thought probable.

Into Ocean.

Jan. 29, 1901.

MORGAN SUBMITS PROPOSITION.

Creators for Control of St. Paul Railroad Believed to Have Been Made.

Special Dispatch to The Inter Ocean.
NEW YORK, Jan. 29.—The Morgan combine called at the offices of the Chicago, Milwaukee and St. Paul railroad today and had a short conference with representatives of the executive committee of that company. It met Chairman Roosevelt Miller, William Rockefeller, Peter Geller, Samuel Spencer and J. B. South. News of this conference spread through Wall street rapidly, and gave fresh activity to the rumors of negotiations for a change in the control of the St. Paul road.

Morgan had nothing to make public, and the members of the committee were almost as reticent. There is no doubt to be believed, however, that Morgan submitted a tentative proposition to the committee looking to a change in the present status of the St. Paul system, and that a counter-proposition has been made, or will be made, by the official representatives of this railroad. The directors met on Thursday.

Interests which control the Great Northern and the Northern Pacific railroads are avowedly desirous of making a combination which shall include the St. Paul system. Should this combination take the form of a direct lease of the St. Paul to the Northern Pacific system, it would be a combination of legislative character would have to be reckoned with, and the negotiations would be demanded great care. Chairman Miller said just after the meeting:

"I can tell you nothing about Morgan's purpose in coming here. Unless he cares to speak there is no reason to be said on the subject. All that our committee did today was to authorize the purchase of a short line of railroad in our territory, and also order the construction of forty-seven new locomotives."

In reply to a direct question whether the committee had not considered a proposition for a lease or a merger of the St. Paul lines, Miller said:

"No proposition for a lease, a consolidation, or a traffic alliance has been considered. I may say that it is our policy to do no affair, but no facts in verification of them can be obtained here."

From a representative of the Great Northern-Northern Pacific interests it was ascertained that it was expected that the negotiations for the desired combination would extend over a several months. "It is not a simple scheme," said this authority, "and there may be local and legislative complications. Why, it took the New York Central nearly two years to get possession of the Boston and Albany, and in our opinion

Jan 21, 1901.

MAY BUY UP PULLMAN**Railroad Syndicate Wants the Sleeper Line.****Intends to Absorb All Sources of Income in Cars.****Concern Has Privilege on All Roads but Two in Country.****Negotiations Said to Have Been in Operation for Some Time.****Private Coaches Are Also to Be Bought by Combine.****Eastern Illinois to Have a Bridge Over Mississippi at Thebes, Ill.**

It is now rumored that the Harriman-Morgan-Vanderbilt railroad syndicate is after things other than railway properties. It is said that the big combination that has been buying and pooling transportation lines all over the country is now planning to buy up Pullman's Palace Car Company and absorb as far as possible, all the private car companies.

The Pullman company operates its cars over the various roads under long time contracts, usually of ten years' duration. The managers of the syndicate realize the immense profits of the sleeping car corporation and figure that they might just as well go to the treasury of the combination.

For some time, it is said, the syndicate has been negotiating for the purchase of a controlling interest in the Pullman company. The combination wants everything pertaining to railroads. Having unlimited capital, if the managers once decide to purchase even as big an affair as the Pullman company in this way, just how far the negotiations for the absorption of the sleeping car concern have progressed cannot be learned, but it is the prevailing opinion that the deal is on.

Vast Extent of Pullman Line.

The Pullman company controls the sleeping car privileges of every railroad in the United States except the Chicago, Milwaukee and St. Paul and the New York, New Haven and Hartford. In the general plan of consolidation the two companies doing business on these roads will also be purchased with those of the Pullman.

Private cars are also on the list to be bought by the syndicate. These are the cars owned by the various private industries of the country. The big meat packers all own a majority of the cars used by them. Vehicle companies and manufacturers in other lines also own many of their cars and all are to be purchased by the combination. On these cars the railroads over which they are operated will receive a half a mile. If the railroads would have this immense

Jan. 21, 1901.

ROBERT T. LINCOLN LAUDS QUEEN.

Tells Why the British People Loved Victoria—Wisest of All Women.
Special to The Chicago Record.
New York, Jan. 21.—The World this morning publishes the following statement by

Robert T. Lincoln, former United States ambassador to the court of St. James: "It would be impossible to exaggerate the intense devotion of the British people to their queen—a combination of loyalty to the crown and love of the woman. I have often thought that if a man wished to commit suicide in London the quickest way for him to accomplish his purpose would be to stand under a protest sign, such as Bond Street and Piccadilly, and in the presence of two or more persons say something derogatory to the queen. He would not live sixty seconds.

"Queen Victoria is one of the wisest women—probably the wisest woman—that ever lived. I do not mean to say that she is a genius, but her great gift of common sense, reinforced by her vast amount of knowledge, has enabled her to counsel men and women of all classes and conditions with wisdom that could not be excelled.

"I have been told by many of her intimates of state that of all the advice they received they relied most upon that of the queen. What gives especial weight to her recommendations is the fact that they are based on the most definite and detailed information of anything that has happened throughout the world during her wonderful reign. She possesses a marvelous memory, and all her actions are dictated by the practice to make memoranda of important facts. These memoranda are so classified that any information of which she desires to make use is almost instantly available.

"I met the queen many times during my stay in England, but no man occupying such a place as I did could claim to be on terms of intimacy with the queen. All my official character. On the occasions when I dined with her there was considerable conversation, entirely upon topics which she suggested. She was not given to making long speeches, but her short, incisive remarks on a large variety of subjects revealed the breadth of her knowledge. "In talking with me she naturally turned the conversation toward matters in which I was interested. I cannot remember that she ever said anything about the sentimental relations between our government and people and her own, but to many ways she showed her warm interest in this country.

Interested in the Chicago Fair.

"In the spring of 1893, shortly before I left England, she made many inquiries in regard to the prospects of the World's Fair, that about to open. On an earlier occasion,

Chief Justice Fuller read the dissolving opinion, holding that the jurisdiction of the Supreme court could be invoked only in cases in which it appears that states are in direct antagonism, and that this is not true in this case. He also said that it was "difficult to see how the state of Illinois could be a case which would bind the state of Illinois to control its action." He added: "The act complained of is not a nuisance and the injury alleged to be threatened

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The Illinois Central R.R. is making trial in suburban service of a rough lighted with hydro-carbon gas which is handled with its plug and lamp fixtures, very similar to those employed with the usual gas. It is called the Standard car lighting system and is derived in the ordinary gas fixtures, but with a 1/2 of less orifice. The gas is generated in a box hung below the car body, which is compartmented into three compartments. In the center compartment an electrolyte combines with iron or zinc particles to produce hydrogen gas, which then flows into either of the other tanks. The latter tanks contain a supply of gasoline, in passing through a hydro-carbon gas and flows through a pressure regulator and the usual piping to the jets. Lighting the jets starts the generation and turning them out stops the generation by the gas backing up and pressing the electrolyte away

from the pan of zinc turnings. The light is pleasing to the eye and as the oiling is lined with a wicking which absorbs whatever gasoline is thrown down by engagement in cold weather trouble from this source is not thought probable.

Into Ocean.

Jan. 22, 1901.

MORGAN SUBMITS PROPOSITION.**Overtures for Control of St. Paul Railroad Believed to Have Been Made.**

Special Dispatch to The Inquirer from NEW YORK, Jan. 22.—Pierpont Morgan called at the offices of the Chicago, Milwaukee and St. Paul railroad today and had a short conference with members of the executive committee of that company. He met Chairman Roosevelt Miller, William Rockefeller, Peter Gedge, Samuel Spencer and John Smith. News of this conference spread through Wall street rapidly, and gave fresh activity to the rumors of negotiations for a change in the control of the St. Paul road.

Morgan had nothing to make public, and the members of the committee were almost as reticent. The good cause is to believe, however, that Morgan submitted a tentative proposition to the committee looking to a change in the control of the present status of the St. Paul system, and that a counter-proposition has been made, or will be made, by the official representatives of this railroad. The directors meet on Thursday.

Interests which control the Great Northern and the Northern Pacific railroads are avowedly zealous of making a combination which shall include the St. Paul system. Should this combination take the form of a direct lease of the St. Paul to the Northern Pacific certain obstacles of legislative character would have to be reckoned with, and the negotiations consequently demand great care. Chairman Miller said just after the meeting:

"I can tell you nothing about Morgan's purpose in coming here. Unless he cares to appear here in connection with the subject. All that our committee did today was to authorize the purchase of a short line railroad in our territory and also order the construction of forty-seven new locomotives."

In reply to a direct inquiry whether the committee had not considered a proposition for a lease or a merger of the St. Paul lines, Miller said:

"No proposition for a lease, a consolidation, or a traffic alliance has been considered. We have had there a large force of men, but no facts in verification of them can be obtained from them."

On a representative of the Great Northern-Northern Pacific interests it was asserted that it was expected that the negotiations for the desired combination would extend over a season.

"This is a great scheme," said this authority, "and there may be legal and legislative complications. Why it took the New York Central nearly two years to get possession of the Boston and Albany, and in our recent

Jan 21, 1901

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Intends to Absorb All Sources of Income in Cars.

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The Pullman company operates its cars over the various roads under long time contracts, usually of ten years' duration. The managers of the syndicate realize the immense profit of the sleeping car corporation and figure that they might just as well go to the treasury of the combination.

For some time, it is said, the syndicate has been negotiating for the purchase of a controlling interest in the Pullman company. The combination wants everything pertaining to railroads. Having submitted capital, if the managers once decide to purchase even as big an affair as the Pullman company in that way, there would be no financial obstacle in their way. Just how far the negotiations for the absorption of the sleeping car concern have progressed cannot be learned, but it is the prevailing opinion that the deal is on.

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Private cars are also on the list to be bought by the syndicate. These are the cars owned by the various private industries of the country. The big meat packers in Chicago and in the Missouri river cities all own a majority of the cars used by them. Vehicle companies and manufacturers in other lines also own many of these cars and all are to be purchased by the combination. On these cars the railroads over which they are operating have a right of way. If the railroads own and run a half a mile. If the railroads they would have this immense

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Robert T. Lincoln, former United States ambassador to the court of St. James: "It would be impossible to exaggerate the intense devotion of the British people to their queen—a combination of loyalty to the crown and love of the woman. I have often thought that if a man wished to commit suicide in London the quickest way for him on a crowded car, such as Bond street and Piccadilly, and in the presence of two or more persons, say something derogatory to the queen. He would not live sixty seconds."

"Queen Victoria is one of the wisest women—probably the wisest woman—that ever lived. I do not mean to say that she is a genius, but her great gift of common sense, reinforced by her vast store of knowledge, has enabled her to counsel men and women of all classes and conditions with wisdom that could not be excelled."

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The Illinois Central Rv. is making trial in suburban service of a night lighting with hydrocarbon gas which is handled with piping and lamp fixtures very similar to those employed with the usual gas. It is called the Standard car lighting system and is installed in the ordinary car fixtures, but with a 1/2 of less orifice. The gas is generated in a box hung below the car body, which is connected into three compartments. In the first compartment an electrolyte combines with iron or zinc particles to produce hydrogen gas, which then flows into either of the other tanks. The latter tanks contain a supply of gasoline in passing across which the hydrogen gas is changed to a hydro-carbon gas and flows through a pressure regulator and the usual piping to the jets. Lighting the jets starts the generation and turning them out stops the generation by the gas backing up and pressing the electrolyte away

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Into Ocean.

Jan. 29, 1901.

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Special Dispatch to The Inter Ocean.
NEW YORK, Jan. 29.—A report that Morgan called at the offices of the Chicago, Milwaukee and St. Paul railroad today and had a short conference with the directors of the executive committee of that company. He met Chairman Rowell Miller, William Rockefeller, Peter Gedge, Samuel Spencer, and J. M. Smith. News of this conference spread through Wall street rapidly, and gave fresh activity to the rumors of negotiations for a change in the control of the St. Paul road.

Morgan had nothing to make public, and the members of the committee were almost as reticent. There is good reason to believe, however, that Morgan submitted a tentative proposition to the committee looking to a change in the executive committee of the St. Paul system, and that a counter-proposition has been made, or will be made, by the official representatives of this railroad. The directors met on Thursday.

Interests which control the Great Northern and the Northern Pacific railroads are avowedly opposed to making a combination which shall include the St. Paul system. Should this combination take the form of a direct lease of the St. Paul to the Northern Pacific certain elements of a legislative character would have to be reckoned with, and the negotiations consequently demand great care. Chairman Miller said just after the meeting:

"I can tell you nothing about Morgan's purpose in coming here. Unless he comes to speak there is no occasion for me to be present. All that our committee did today was to authorize the purchase of a short line of railroad in our territory, and to order the construction of forty-seven new locomotives."
In reply to a direct question whether the committee had not considered a proposition for a lease or a merger of the St. Paul lines, Miller said:

"No proposition for a lease, a consolidation, or a traffic alliance has been considered. I know that there is a bill on the floor, but so facts in verification of them can be obtained here."
From a representative of the Great Northern-Northern Pacific interests it was ascertained that it was not considered the negotiations for the desired combination would extend over a considerable period of time. "This is a great scheme," said this authority, "and there may be legal and legislative complications. Why do I look for the New York Central nearly two years to get possession of the Boston and Albany, and in our nee-

Ser. 07 Vol. 2

Page 256 frags.

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... party is not
... the syndicates have a
plan that will be satisfactory to the interests
on the other side.

These plans, if executed, will involve the
expenditure of many millions of dollars, but
as it has been demonstrated that the ex-
penditure of any number of millions is nothing
to the combination it will not be sur-
prising to see a deal of any magnitude car-
ried through.

New Bridge at Thebes, Ill.

That the Chicago and Eastern Illinois road
plans to improve its facilities for handling
traffic to the southwest via its new route in
connection with the St. Louis Southwestern
is evident by the announcement that the two
companies will build a bridge across the
Mississippi river at Thebes, Ill., where con-
nection between the two systems is made.

Since the Eastern Illinois extended its line
to Thebes through traffic has been greatly
handicapped by the fact that the only means
of exchanging business was by a ferry. Con-
gress has passed a bill authorizing the con-
struction of a bridge at the point named and
it will be built with the least possible delay.

Jan. 26, 1901.

Jan. 29, 1901.

Car and Locomotive Building.

The Pullman Company has just completed to new sleeping cars of the latest design in an order for 24 given by the Pennsylvania Railroad. The distinctive new feature of these cars is the exterior painting, which is in the color known as "Pennsylvania standard red," the color of the standard coaches of the company. Beside the smoking and toilet apartments the new cars have 12 double berths and one stateroom. The interior finishing, which is in the color known as "Pennsylvania standard red," the color of the standard coaches of the company. Beside the smoking and toilet apartments the new cars have 12 double berths and one stateroom. The interior finish is in polished mahogany, and the upholstery is in broadened green plush. In fact, green is the predominant color of the upholstery and furnishings. The carpet, curtains and portieres, and even the leather cushions on the chairs in the smoking compartment, are of that color, as is also the opal glass in the ventilators. The cars have been named after well-known stations on the Pennsylvania Railroad, as follows: "Ardmore," "Bryn Mawr," "Merion," "Altoona," "Bellevue," "Wilmerding," "Belvidere," "Tyone," "Cresson" and "Wilmore." The "Ardmore" was run to the Broad Street Station yesterday, where it was inspected by General Manager Hutchinson, where it was in power Ely, Superintendent of Transportation Truemp and it will make up the Pullman equipment on trains Nos. 21 and 20, known as the Chicago and St. Louis express.

Chronicle.

28, 1901.

DENIES FORMATION OF TRUST

Pressed Steel Car Company Repudiates Alliance With Carnegie.

(Special Telegram.)

PIZZABURGO, Pa., Jan. 28.—The Pressed Steel Car Company denied today a story wired from New York that the Carnegie company had absorbed the car business. The report evidently grew out of the changes made at the election of officers following the reduction of dividends and the big slump in the car company stock.

N. Hofstet was elected president in place of Charles T. Bohlen, who was made chairman of the board of directors. Hofstet is a relative of Andrew Carnegie. To keep Carnegie out of the car trade the Pressed Steel company contracted with him for at least 30,000 tons of plate every month for ten years. The contract is worth \$100,000,000. This is a deal similar to that which the American Steel Sheet Company and the Carnegie company are now trying to effect.

Inter Ocean.

Jan. 25, 1901.

FRANK CAROLAN'S LEG BROKEN.

Husband of Hazel's Pullman is Hurt During a Hunt.

Special Dispatch to The Inter Ocean.

SAN FRANCISCO, Cal., Jan. 24.—Frank Carolan, whose wife was Hazel's Pullman, daughter of George M. Pullman of Chicago, met with an accident yesterday during a hunt in San Mateo which resulted in his breaking one of the small bones of his left leg. It is not a dangerous fracture, but it will confine him to bed and the house for several weeks.

Carolan was riding across country when his horse slipped through the soft earth as the edge of a ditch. Carolan was thrown and the horse fell on him. Carolan, who is master of fountains of the San Mateo Hunt club, returned only a few weeks ago from the East, where he met all the prominent hunters and polo players among the society men, and made arrangements for their coming to California for a season of fun. They are expected within the next few weeks, but it is likely that the sports will be a little delayed so that Carolan may be able to do his share in the entertaining of the guests from the other side of the continent.

Time at Pullman Company.

Other anticorporation bills were introduced in the legislature to-day. Among them was a bill presented by George W. Witt of Kane, Ill., and aimed at the Pullman Palace Car Company, requiring new rates for berths and charges for a day's use of a berth is fixed at \$1, for a sleeping \$2 and for a stateroom \$3.

A fine of \$100 to \$300 is provided for the first offense on the part of any corporation making a charge in excess of the rate specified. For subsequent offenses a fine of from \$1,500 to \$5,000 is imposed. Half the fine recovered goes to the prosecuting witness, under the bill, and the sleeping-car companies are put into the classification of common carriers.

Times Herald.

Jan. 29, 1901.

The United States Circuit Court at Kansas City will have to decide the question how much it is worth to a man to ride without his trousers on in a Pullman car in broad daylight. In the suit of Isaac Ryder against the Pullman Company, the plaintiff claims that the defendant staid company for \$2,000 because his trousers were stolen from his berth on the night of July 8, while he was on the way from Kansas City to Chicago. In consequence of this theft Mr. Ryder had to sit in the car from 8 until 9 o'clock in the morning cramped in a blanket manerly provided by the porter. During this trying ordeal Mr. Ryder says he was made the object of coarse and rude remarks on the part of his fellow passengers, and that from the physical discomfort which he suffered, his mental torment was accentuated beyond all description.

Times Herald.

Jan. 29, 1901.

PENNSYLVANIA TRAIN IN DRIFT

Snowbound in a Cut Near Frederick, Md., for Several Hours.

(SPECIAL TO THE TIMES-HERALD.)

FREDERICK, Md., Jan. 28.—A Pennsylvania train with four coaches full of passengers was almost buried in snow in Sharret's cut, twenty miles north of here, to-day, the drifts piling up around it to a depth of over seven feet. After spending nearly four hours in this perilous position the train was dug out by a relief party from here. The passengers were greatly alarmed, as they could see nothing but great sheets of snow sweeping down from the mountains and rapidly strutting them. Traffic on the Frederick division is suspended, the drifts being over a mile long and from six to ten feet deep.

Tribune.

Jan. 29, 1901.

TO BUILD INTO CHICAGO

Company with \$4,000,000 Capital Incorporated to Construct Electric Line from Detroit.

Lansing, Mich., Jan. 28.—(Special.)—W. A. Foote of Jackson, Mich.; W. A. Boland of Grand Lake, Mich.; George J. Carr of Montclair, N. J.; Isaac W. Mackay of Tonawanda, N. Y.; and P. H. Burke, John McCarty, and F. C. Cochran of New York City are the incorporators of the Detroit and Chicago Traction company, capitalised at \$4,000,000, which filed articles with the Secretary of State today. The purpose of the corporation is stated in the articles to be to build a line of electric railway from Detroit to Chicago, but no definite route is mapped out. It is also provided that the company may construct branch lines in any such Michigan and Illinois cities and villages as may be deemed necessary to carry out the purpose of the organization.

The better further authorized the company to build cars and do all other things essential to the carrying out of its purpose.

Jan. 26, 1901.

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Chronicle.

26, 1901.

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(Special Telegram.)

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Jan. 29, 1901.

Acts of Pullman's Company.

Other anti-corporation bills were introduced in the legislature to-day. Among them was a bill presented by George W. Witt of Kane, Ill., and aimed at the Pullman Palace Car company, requiring new rates for berths and staterooms in sleeping cars. The maximum charge for a day's use of a berth is fixed at \$1. for a section \$2 and for a stateroom \$3.

A fine of \$100 to \$300 is provided for the first offense on the part of any corporation making a charge in excess of the rate specified. For subsequent offenses a fine of from \$1,000 to \$5,000 is imposed. Half the fine recovered goes to the prosecuting witness, under the bill, and the sleeping-car companies are put into the classification of common carriers.

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Company with \$3,000,000 Capital Incorporated to Construct Electric Line from Detroit.

Lansing, Mich., Jan. 28.—(Special.)—W. A. Foote of Jackson, Mich.; W. A. Boland of Grass Lake, Mich.; George J. Carr of Montclair, N. J.; Isaac W. Mackay of Yonkers, N. Y.; and P. H. Burke, John McCarthy, and C. Cochran of New York City are the incorporators of the Detroit and Chicago Traction company, capitalized at \$4,000,000, which filed the purpose of the corporation.

The articles to be to build a line of electric railway from Detroit to Chicago, but no definite route is mapped out. It is also provided that the company may construct branches in such Michigan and Illinois cities and villages as may be deemed necessary to carry out the purpose of the corporation.

The articles further authorize the company to build cars and do all other things essential to the business.

Jan. 26, 1901.

Car and Locomotive Building.

The Pullman Company has just completed to new sleeping cars of the latest design in an order for 24 given by the Pennsylvania Railroad. The distinctively new feature of these cars is the exterior painting, which is in the color known as "Pennsylvania standard red," the color of the standard coaches of the company. Beside the smoking and toilet apartments the new cars have 12 double berths and one state berth. The interior finish is in polished mahogany, and the upholstery is in broadecad green plush. In fact, green is the predominant color of the upholstery and furnishings. The carpet, curtains and portieres, and even the leather cushions on the chairs in the smoking compartment, are of that color, as is also the opal glass in the ventilators. The cars have been named after well-known stations on the Pennsylvania Railroad, as follows: "Ardmore," "Bryn Mawr," "Merion," "Altoona," "Bellevue," "Wilmerding," "Belvidere," "Tyonek," "Cresson" and "Wilmore." The "Ardmore" was run to the Broad Street Station yesterday, where it was inspected by General Manager Hutchinson, where it was driven by Superintendent of Transportation Truamp and will make up the Pullman equipment on trains Nos. 21 and 20, known as the Chicago and N. Louis express.

Chronicle.

28, 1901.

DENIES FORMATION OF TRUST

Pressed Steel Car Company Repudiates Alliance With Republics.

(Special Telegram.)

PITTSBURG, Pa., Jan. 28.—The Pressed Steel Car Company denied today a story wired from New York that the Carnegie company had absorbed the car business. The report evidently grew out of the changes made at the election of officers, including the reduction of dividends and the big slump in the car company stock.

N. Hofstott was elected president in place of Charles T. Schenck, who was made chairman of the board of directors. Hofstott is a relative of Andrew Carnegie. To keep Carnegie out of the car trade the Pressed Steel company contracted with him for at least 30,000 tons of plate every month for ten years. The contract is worth \$100,000,000. This is a deal similar to that which the American Sheet Steel Company and the Carnegie company are now trying to effect.

Inter Ocean.

Jan. 25, 1901.

FRANK CAROLAN'S LEG BROKEN.

Husband of Harriet Pullman is Hurt During a Hunt.

(Special Dispatch to The Inter Ocean.)

SAN FRANCISCO, Cal., Jan. 24.—Frank Carolan, whose wife was Harriet Pullman, daughter of George M. Pullman of Chicago, met with an accident yesterday during a hunt in San Mateo which resulted in his breaking one of the small bones of his left leg. It is not a dangerous fracture, but it will confine him to bed and the house for several weeks.

Carolan was riding across country when his horse slipped through the soft earth at the edge of a ditch. Carolan was thrown and the horse fell on him. Carolan, who is master of foxhounds for the San Mateo Hunt club, returned only a few weeks ago from the East, where he met all the prominent businessmen and polo players among the society men, and made arrangements for their coming to California for a season of fun. They are expected within the next six weeks, but it is likely that the sports will be a little delayed so that Carolan may be able to do his share in the entertainment of the guests from the other side of the continent.

Jan. 29, 1901

Acts of Pullman Company.

Other anticorporation bills were introduced in the Legislature to-day. Among them was a bill presented by George W. Witt of Kane, Ill., and aimed at the Pullman Palace Car company, requiring new rates for berths and staterooms in sleeping cars. The maximum charge for a day's use of a berth is fixed at \$1 for a second \$2 and for a stateroom \$5.

A fine of \$100 to \$300 is provided for the first offense on the part of any corporation making a change in prices of the rate specified. For subsequent offenses a fine of from \$1,000 to \$5,000 is imposed. Half the fine recovered goes to the prosecuting witness. Under the bill, and the sleeping-car companies are put into the classification of common carriers.

Times Herald.

Jan. 29, 1901.

The United States Circuit Court at Kansas City will have to decide the question how much it is worth to a man to ride without his trousers on in a Pullman car in broad daylight. In the case of Isaac Ryder against the Pullman Company the plaintiff claims that the predicament is worth \$50 an hour, and he is therefore suing the company for \$2,000 because his trousers were stolen from his berth on the night of July 4, while he was on his way from Kansas City to Chicago. In consequence of this theft Mr. Ryder had to sit in the car from 8 until 3 o'clock in the morning wrapped in a blanket mercifully provided by the porter. During this trying ordeal Mr. Ryder was made the object of coarse and rude jests from the physical discomfort which he suffered his mental torment was exceeding beyond all description.

Times Herald.

Jan. 29, 1901.

PENNSYLVANIA TRAIN IN DRIFT

Snowbound in a Cut Near Frederick, Md., for Several Hours.

(SPECIAL TO THE TIMES-HERALD.)
FREDERICK, Md., Jan. 28.—A Pennsylvania train with four coaches full of passengers was almost buried in snow in Sharret's cut, twenty miles north of here, to-day, the drifts piling up around it to a depth of over seven feet. After spending nearly four hours in this perilous position the train was dug out by a relief party from here. The passengers were greatly alarmed, as they could see nothing but great sheets of snow sweeping down from the mountains and rapidly encircling them. Traffic on the Frederick division is suspended, the drifts being over a mile long and from six to ten feet deep.

Tribune.

Jan. 29, 1901.

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The articles further authorize the company to build cars and do all other things essential to the business.

Jan. 29, 1901.

RENEWS LEASE RUMOR

St. Paul Executive Committee Meets in New York.

OFFICIALS MAKE DENIAL

... That Deal is On with Northern Pacific—J. Pierpont Morgan Sees Chairman Miller.

SPECIAL TO THE TIMES-HERALD. NEW YORK, Jan. 28.—Interest in Wall Street to-day was mainly centered in the so-called St. Paul deal, which there seems every reason to believe is not "off," as has been reported of late, but decidedly "on." An adjourned meeting of the executive committee of the board of directors of the St. Paul was held in the afternoon at the company's offices, 20 Broad street, and about the time it was to begin J. Pierpont Morgan called on Rowell Miller, chairman of the board of directors of the St. Paul. Mr. Morgan did not attend the meeting of the committee, and when seen later in the afternoon refused to say anything about the object of his call. After the adjournment of the committee meeting at the St. Paul, Miller said the only business of public interest which had been transacted was the adoption of a resolution calling for the construction of forty-seven locomotives to be used on the Kansas City and Superior division of the road.

Chairman Miller's Denial.

Mr. Miller was asked if anything was done concerning the lease of the St. Paul by any other road. He emphatically said "No," and also said that nothing was done toward effecting a closer relation with the Great Northern road. So far as he knew, President Hill of the Great Northern was not a stockholder in the St. Paul Road.

In other well-informed quarters, however, it was said that Mr. Miller's denial should probably be regarded as technical. There was something going on. It was added, although it might be a comparatively long time before a public announcement could be made. It is understood on good authority that an arrangement for the St. Paul contemplates a lease of that property by the Northern Pacific, as charter of the Great Northern prevents that company from leasing another road, although the Great Northern would share in the benefit of the lease if effected.

Talk of Propositions.

It could not be learned whether or not Mr. Morgan had submitted a definite proposition to the St. Paul directors, but it was said that any proposal made or to be made by him in the interest of the Great Northern would be directly of the Great Northern, would be met by a counter proposition from the St. Paul management.

When the boom in St. Paul shares was at its height this morning a Wall street news sheet issued a statement in which the borrower expressed that a syndicate had been formed to take an issue of 25 per cent collateral trust bonds to be made for the purchase of acquiring the common stock of the St. Paul Road. At the office of the latter company no confirmation was obtainable, and the report was unofficially denied in other quarters.

St. Paul fluctuated wildly at the opening, and had at one time taken a decline of 100 shares. There was good selling on advance. In the afternoon the stock fell 1/2 and at 102 1/2 six points were being asked at 104 1/2. The preferred stock was at the high water mark on record.

Jan. 31, 1901.

NEW CONTROL FOR MOBILE AND OHIO

Deal Is Made by the Southern Railway Company.

CONDITIONS MADE PUBLIC

Formal Ratification of the Transaction Said to Be Certain—J. P. Morgan & Co. Act as Agents.

NEW YORK, Jan. 30.—The Southern Railway Company to-day secured control of the Mobile and Ohio Railroad Company. The terms were briefly outlined in a statement given out to-night by W. Butler Duncan, chairman of the board of directors of the Mobile and Ohio company. Mr. Duncan's statement follows:

The Southern Railway Company has offered to the holders of the bonds and stock of the Mobile and Ohio Railroad Company in effect the guarantee of the general mortgage 4 per cent bonds of the Mobile and Ohio Railroad Company an annual interest equal to a dividend of 2 per cent for the first year, 3 per cent for the second and 4 per cent in perpetuity thereafter.

The deal only awaits a formal ratification by the Southern Railway Company. When Chairman Duncan was asked to-night as to whether there was any possibility of the arrangements falling through he said that there was no possibility whatever. He said that so far as any person could foresee the arrangements for the future control of the Mobile and Ohio Railroad Company was settled, the leading interests on both sides have consented to the arrangements outlined in his statement.

President Spencer Talks.

President Samuel Spencer of the Southern Railway Company gave out the following statement:

The circular addressed to the general mortgage bondholders and to the stockholders of the Mobile and Ohio, explains the intention of the proposed acquisition of those securities by the Southern Railway Company, and by this means of the control and management of the Mobile and Ohio property.

The value of the Mobile and Ohio to the South is chiefly in giving to it a direct short line from St. Louis and Chicago to the Gulf. The valuable terminals of the Mobile and Ohio at Mobile, used in connection with one of the Southern, will enable the Southern to develop traffic through that route which would not be practicable to either of the two lines operating separately, and the South division, which are the Southern of large and valuable terminals at St. Louis through the St. Louis division, which are very much larger than those possessed by the line to develop business at and from the terminals to be taken and in a manner that would be impossible with the limited terminals available to the Mobile and Ohio.

The Mobile and Ohio property built a line to the Gulf of the Birmingham coal and iron district, without existing a real entrance. This entrance the Southern can now furnish in the most adequate way without further construction or purchase of terminals. This will materialize at once in the Mobile and Ohio property as well as the Southern.

The Southern will reap another advantage in gaining an entrance into the Mobile and Ohio territory. President Spencer expects to start South within a day or two and will make a thorough investigation of the Mobile and Ohio property.

Treasurer of the Southern.

The circular issued by the Southern Railway Company says that the Southern Railway Company will exchange its securities for general mortgage bonds and preferred stock of the Mobile and Ohio Railroad Company. The deal is to be consummated before March 1, 1901, and will be deposited either with J. P. Morgan & Co. or with J. P. Morgan & Co., London.

Some Notable Delinquents.

A lot of familiar names... A list of names and amounts, including J. P. Morgan, J. D. Rockefeller, etc.

Tribuna.

Jan. 29, 1901.

LAWMAKERS MAY LOSE TRAIN

If They Do Not Ride on the Alton's "Special" Friday It Will Be Withdrawn.

The Chicago and Alton road will direct this train out of Springfield at 11:52 for the accommodation of the lawmakers. If legislators do not avail themselves of the officials of the road therein that they justified in refusing to carry passengers on passes on a "limited" train, the success of the "limk" depends upon east fares.

"Last year the limited was an experiment, and we permitted passengers with passes to ride," said James H. Barton, general manager. Agent of the Alton, last night. "We soon found our cars badly overloaded, and so, under the train was as long as a freight haul and make the time desired. Then the cars were overcrowded, and it was decided that only first-class and round trip tickets would be accepted. There is a train leaving Springfield at 2:40 that is better suited than the limited for the return trip from Springfield."

"The special which will run Friday will leave Springfield at 11:52 and arrive in Chicago at 4:30 Sunday morning. It is faster than the limited. If not a success, a week it will be withdrawn."

Record.

Feb. 1, 1901.

THIRD-RAIL SYSTEM IS TESTED

Sectional Plan for Hanging Cars Proves a Success.

Special to The Chicago Record. Baltimore, Md., Jan. 31.—The sectional third-rail system, to-day was given its final and severest test. A train of twenty-eight Camden station was pushed by its use from the, beyond Huntingdon to the Belt John McLeod Murphy, the inventor, said the test had been successful. The maximum power used was only 900 amperes.

"The bad weather made the test all the more severe," continued Capt. Murphy, and for this reason the system was pronounced effective under all conditions.

Among those present at the test were Superintendent of Locomotive Power, E. J. Smith, electric engineer of the Water E. The Pennsylvania railroad and Walter E. Elkins syndicate.

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per cent bonds of the Mobile and Ohio Railroad Company (without the March, 1901, coupon, but with all subsequent coupons attached), so deposited in transferable form (in case not less than a majority thereof shall be deposited), the Southern Railway Company will issue its own collateral trust gold bonds for the same amount, principal and interest payable on the same dates and secured by a pledge of all said general mortgage bonds acquired or owned by the Southern Railway Company.

For shares of stock of the Mobile and Ohio Railroad Company deposited in transferable form on or before March 1, next (in case not less than a majority of the general mortgage bonds also shall have been so deposited), the Southern Railway Company will receive the same and will make provision for the issue of corresponding stock trust certificates entitling the holder to receive in perpetuity, in gold coin of the United States, in semi-annual installments a sum equal to dividends upon the deposited stock from April 1, 1901, at the rate of 4 per cent per annum, excepting that such payment for the first year shall be at the rate of 3 per cent and for the second year at the rate of 3 per cent per annum.

Feb. 2, 1901.

SPECIAL IS NOT A SUCCESS.

Four Deadheads and a Half-Rate Passenger on "Legislative" Train.
 The Chicago and Alton "Legislative Special" is likely to be discontinued in another week if the discouraging experience of the promoters of the enterprise continues. Yesterday afternoon the "Legislative Special" departed from Springfield shortly after 4 o'clock bearing five passengers, all but one of whom were riding on passes. The fifth passenger had an editorial half-rate ticket, and the officials of the road were almost convinced that there is no crying demand for this benefit to the public.

Chronicle.

Feb. 2, 1901.

OBJECTS TO RAILWAY FUSION.

German Daily Says New American Movement Lacks of Debt.
 BERLIN, Feb. 1.—The Frankfurter Zeitung, discussing the recent American railway fusions, says: "Some of these combinations, in our opinion, have been effected under forms not wholly free from objections since the same phenomena reappear in them which heretofore have caused serious difficulties. The craze for extending systems exists and leads to the creation of debts." The paper also criticises "too liberal dividend payments" and notes as a new phenomenon the capitalization of stock at the present high prices, citing the recent Erie-Reading deal, which it says, "might in less favorable cases be followed by serious consequences."

Chronicle.

Feb. 2, 1901.

While Mrs. P. T. Bulger of Portland, Ore., was traveling on a train toward Spokane, Wash., she gave birth to twins. The elder, a boy, was born in Oregon and the other, a girl, in the state of Washington an hour later. This is the first case on record where twins were born in different states.

Tribune.

Feb. 2, 1901.

PACIFIC TRAIN DERAILED NEAR DENVER.

Baggage Car, Two Coaches, and the Pullman of No. 3 Leave the Track—Several Persons Severely Hurt.

Denver, Colo., Feb. 1.—[Special].—Passengers on Union Pacific Train No. 3 had an escape from death that was little short of miraculous, sixty-seven miles east of Denver, where a broken rail derailed the train, leaving a baggage car, two coaches, and the Pullman. The number received serious, though not fatal, injuries.

The train, consisting of the engine, one Pullman, one baggage car, two coaches, and a tank, was in charge of Conductor H. C. Johnson and Engineer C. D. Lane, was hurried on schedule time at a speed of forty miles an hour. The engine and mail car passed safely over the broken rail, but when the baggage car struck the rail it left the track, as did the coaches following, going down their sides in the ditch. The Pullman "Survivor," the last car of the train, left the rails and was partly overturned, leaning against the rear coach. None of the occupants of the Pullman were injured.

There were about twenty passengers on the train, and of those in the coaches several received bruises, scratches, and cuts.

Antiata, O., Feb. 1.—[Special].—A rear end collision occurred on the "Direct State" road at Wallace.

Feb. 2, 1901.

RECONSTRUCTED LINCOLN MONUMENT, OAK RIDGE CEMETERY, SPRINGFIELD, ILL.



[SPECIAL DISPATCH TO THE TIMES-HERALD.]

SPRINGFIELD, Ill., Feb. 1.—Workmen are putting the finishing touches on the exterior of the reconstructed national Lincoln monument at Oak Ridge Cemetery at Springfield. When the interior work is completed the remains of the martyred President will be taken from the temporary vault, where they now repose, and placed in a sarcophagus inside the monument, and the children also will be removed into the monument, and the tomb will be formally dedicated on Memorial day. With the exception that the new shaft is twenty-one feet nine inches higher than the old, the reconstructed monument is a practical duplicate of the original. The tomb proper is in the north end of the monument. Six crypts are arranged side by side, where the five members of the Lincoln family who have already died, were formerly placed. In the center crypt were the remains of the President. On the left of this were the remains of his wife, and on the right those of his two sons and grandson, Edward, William Wallace and Thomas, or "Tad." The unoccupied crypt was for Colonel Robert T. Lincoln. As soon as the bodies are transferred the temporary vault will be removed and the stone used in its construction will be sent to Lincoln, Neb., where it will be used in the erection of a monument for some of Lincoln's relatives.

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(SPECIAL DISPATCH TO THE TIMES-HERALD.)

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Feb. 2, 1901

CLOSE BIG RAIL DEAL

Harriman Syndicate Gets
Southern Pacific.Continuous Line From Ocean to
Ocean Thus Assured.Same Interests Are in Control
of Necessary Lines.Chicago and Alton, Illinois Central and
Baltimore and Ohio the Roads.Union Pacific Now Has Air Line
From the Far West.Purchase of Huntington and Speyer
Holdings Confirms Project.

[Special Telegram.]

New York, Feb. 1.—The control of the Southern Pacific railroad has passed into the hands of a syndicate in which Union Pacific interests play the predominant part. The announcement of this important railroad deal was made this afternoon a few minutes before the closing of the Stock Exchange. The magnitude of the deal, looking into the way the ultimate results which are aimed at, far exceeds that of any which has been announced in the world of transportation in many years.

The transaction completes the first link necessary for the establishment of a transcontinental railroad under a single control. This control is at present vested in E. H. Harriman. The new route includes the following lines, in all of which, except the Southern Pacific, Mr. Harriman is officially connected: Starting at San Francisco, running over the Central Pacific end of the Southern Pacific direct to Ogden, thence direct to the Union Pacific to Kansas City, thence over the Chicago and Alton to Chicago, or, second, over the Union Pacific to Omaha and thence over the Dubuque and Sioux City branch of the Illinois Central direct to Chicago, where the Baltimore and Ohio connects direct to the Atlantic seaboard.

Huntington and Speyer Holdings Sold.
The control of the Southern Pacific, just transferred, includes the large holdings controlled by Speyer & Co. and also the Huntington holdings. The price secured for these holdings is not known.

The Union Pacific-Harriman syndicate is composed, in the first place, of the capitalists who have been behind E. H. Harriman, including Kuhn, Loeb & Co., and, second, the Rockefeller interests.

The amount of the Huntington holdings is not a matter of public knowledge. At Mr. Huntington's death, his holdings were valued at two and a half millions of dollars, and one-third, according to the conditions of his will, were not to be controlled by his wife.

passenger station and 3,500 feet of docks on the Chicago river.

The opinion of men interested in railroads is that the price paid for the Huntington shares was about \$60 per share and for the Speyer holdings \$15. The Speyers held about 500,000 shares, and that with the Huntington block the new interests have about 1,000,000 shares, or half of the capital stock.

DEAL BIGGEST IN DECADE.

Wide-reaching importance of the Reported Pacific Consolidation.

If there is a percentage of truth in the daily reports concerning absorptions and amalgamations of railroads the different syndicates that are interested in these moves will soon have a majority of the mileage of the country under their control. Chicago, the greatest railroad center in the world, is interested more than any other city in the checkerboard maze of the combinations.

It is rumored in New York that the Union Pacific, a Harriman syndicate property, has absorbed the Southern Pacific and that the two roads will be placed under one management. Another story is to the effect that the Morgan interests, which are closely allied with the Harriman's and Vanderbilt syndicates, have retained control of the Mobile and Ohio. The Morgan people control the great Southern railway system and the Chicago, Indianapolis and Louisville (Monon) road, which operates between Chicago and Louisville, in connection with the Cincinnati, Hamilton and Dayton, between this city and Cincinnati. It is said that these three roads will be operated very closely and in entire harmony with the other lines of the eastern syndicates.

The bringing together of the Monon, Mobile and Ohio and Southern railway systems would give their owners direct open routes between Chicago and the entire south, a very valuable advantage when considered in connection with the fact that another big Chicago-southern line, the Illinois Central, a Harriman property, working closely with the Morgan-Vanderbilt interests.

Greatest Railroad Deal of Decade.
The amalgamation of the Southern Pacific and the Union Pacific will be the most important railroad deal of the decade. Ever since it was built the Southern Pacific has held the key to California.

Until the last year has it had a competitor. The Santa Fe's entrance into San Francisco broke the monopoly, but the two systems are working in entire harmony. The Union Pacific is a Harriman property, and if its owners have obtained a controlling interest in the Southern Pacific it will change the transportation situation of the trans-Missouri country. The Union Pacific's connection from Chicago now to the western road, a Vanderbilt property. However, the Harriman syndicate has a line between Chicago and Omaha—the Illinois Central—that connects with the Union Pacific. The Pacific and Northwestern are working under an agreement. It is hardly probable that if the Union Pacific and Santa Fe are consolidated it will interfere with the present arrangements between the Northwestern and the Union Pacific.

The two syndicates and the Vanderbilt working together and putting into effect some that will tend to disturb present status quo arrangements. The new road of the Southern Pacific by the Harriman interests and the Santa Fe, a close competitor in the great southwestern territory, which has been the heart of the systems in that district considerably during the last year. The Rock Island is now building a line south-west from Laborer, Kan., to connection with the El Paso and Northeastern, and the latter company. It is said, is planning to extend west from El Paso into southern California. If such plans were executed it would give the Rock Island a southern California

A BATTLE AGREEMENT FOR SOUTHWEST.

Another rumor that comes from Wall street with considerable emphasis is that a strong traffic agreement has been entered by the Santa Fe, Southern Pacific and Rock Island roads to maintain rates in the south. The Rock Island and the Santa Fe, a close competitor in the great southwestern territory, which has been the heart of the systems in that district considerably during the last year. The Rock Island is now building a line south-west from Laborer, Kan., to connection with the El Paso and Northeastern, and the latter company. It is said, is planning to extend west from El Paso into southern California. If such plans were executed it would give the Rock Island a southern California

Feb. 2, 1901.

PAINTS ITS SLEEPERS RED

Pennsylvania Road Has Innovation
in Pullman Coaches.Brown Is Now Banned as Color and
Brighter Tints Demanded.Northwestern Makes a Change in
Its Schedule for Iowa.Transfers on the Erie Make H. F.
Coyle Assistant Superintendent.

An innovation in the color of sleeping cars has been made by the Pullman company. Since sleeping cars were first invented they have never been painted any color but dark brown or drab. The owners of the cars have persistently refused to use any other color, though officers of many railroads have asked that the sleepers be painted the shade of the cars of the particular line over which they were to be operated. A year or two ago the Pullman people relaxed in their rule far enough to permit the painting of the few cars that run with the Pennsylvania limited to be painted a light drab.

The sleeping car company has evidently decided to depart from the time-honored custom, for it has just turned out ten sleepers for the Pennsylvania road painted red, the standard color of the coaches of the road. The ten cars are part of an order for twenty-four sleepers that will be used on the Pennsylvania road.

Other Roads May Change Color.

"While there are no business reasons why sleeping cars should not be painted red or any other bright color they have always been dark and the change in color for the Pennsylvania line may lead to requests for cars of other colors from other roads," said a general passenger agent in charge of the cars of the Pennsylvania line. "The drabs or browns have come to be the standard sleeping car colors. A change in color may cause some inconvenience to sleeping car patrons, as when the sleepers are of the color of the coaches passengers of the latter may board the sleepers by mistake. The public, however, would not be a serious objection to any change in color. There is no particular reason for the dark sleepers. The public has been educated to the color, that is all."

Several of the new red sleepers are now in use on the Chicago-St. Louis division of the Pennsylvania road. The first ten have been named after well-known stations on the Pennsylvania road. These names are: "Ardmore," "Bryn Mawr," "Marion," "Altoona," "Berwyn," "Wilkes-Barre," "Scranton," "Tyrone," "Cresson" and "Wilmore."

Chronicle

Feb. 2, 1901/

MAY REFUND RAILWAY BONDS.

Delaware and Hudson Managers
Scheme Saving a Company's Stock.

New York, Feb. 1.—It is stated on good authority that plans are being considered by the Delaware and Hudson managers to refund about \$1,000,000 in a series of bonds of Albany and Susquehanna 5's and 7's and New York and Chesapeake 4's and 5's. The Delaware and Hudson by this refunding will effect a saving next year. The Delaware and Hudson company. It is suggested at a 3% per cent and may be applied to the same for Albany

Feb. 2, 1901.

CLOSE-BIG RAIL DEAL**Harriman Syndicate Gets
Southern Pacific.****Continuous Line From Ocean to
Ocean—Thus Assured.****Same Interests Are in Control
of Necessary Lines.****Chicago and Alton, Illinois Central and
Baltimore and Ohio the Roads.****Union Pacific Now Has Air Line
From the Far West.****Purchase of Huntington and Speyer
Holdings Consolidates Project.**

(Special Telegram.)

New York, Feb. 1.—The control of the Southern Pacific railroad has passed into the hands of a syndicate in which Union Pacific interests play the predominant part. The announcement of this important railroad deal was made this afternoon a few minutes before the closing of the Stock Exchange. The magnitude of this deal, taking into the sleep the ultimate results which are aimed at, far exceeds that of any which has been announced in the world of transportation in many years.

The transaction completes the last link necessary for the establishment of a transcontinental railroad under a single control. This control is at present vested in E. H. Harriman. The new route includes the following lines, in aid of which, except the Southern Pacific, Mr. Harriman is officially connected: Starting at San Francisco, running over the Central Pacific end of the Southern Pacific direct to Ogden, thence first over the Union Pacific to Kansas City and thence over the Chicago and Alton to Chicago, or, second, over the Union Pacific to Omaha and thence over the Dubuque and Sioux City branch of the Illinois Central direct to Chicago, where the Baltimore and Ohio connects directly to the Atlantic seaboard.

Huntington and Speyer Holdings Sold.
The control of the Southern Pacific, just transferred, includes the large holdings controlled by Speyer & Co. and also the Huntington holdings. The price secured for these holdings is not known.

The Union Pacific-Harriman syndicate is composed, in the first place, of the capitalists who have been behind E. H. Harriman, including Kahn, Zoss & Co., and, second, the Rockefeller interests.

The amount of the Huntington holdings is not a matter of public knowledge. At Mr. Huntington's death "his holdings" represented two-thirds of the \$100,000,000 in \$100,000 one-third interest in the consolidated system of the Southern Pacific and the

passenger station and 2,500 feet of docks on the Chicago river.

The opinion of men interested in railroads is that the price paid for the Huntington shares was about \$50 per share and for the Speyer holdings \$48. The Speyers held about 50,000 shares, if not 60,000, or that with the Huntington took the new interests have about 1,000,000 shares, or half of the capital stock.

DEAL BIGGEST IN DECADE.**Wide-Reachng Importance of the Re-
ported Pacific Consolidation.**

If there is a percentage of truth in the daily reports concerning absorptions and amalgamations of railroads the different syndicates that are interested in these moves will soon have a majority of the mileage of the country under their control. Chicago, the greatest railroad center in the world, is interested more than any other city in the checker-board play of the combinations.

It is rumored in New York that the Union Pacific, a Harriman syndicate property, has absorbed the Southern Pacific and that the two roads will be placed under one management. Another story is to the effect that the Morgan interests, which are closely allied with the Harriman-Vanderbilt syndicate, has obtained control of the Mobile and Ohio. The Morgan people control the great Southern railway system and the Chicago, Indianapolis and Louisville (Monon) road, which operates between Chicago and Louisville, Hamilton and Dayton, between this city and Cincinnati. It is said that these three roads will be operated very closely and in entire harmony with the other times of the eastern syndicates.

The bringing together of the Monon, Mobile and Ohio and Southern railway systems would give their owners direct routes between Chicago and the entire south, a very valuable advantage which would be in connection with the fact that another big Chicago-southern line, the Illinois Central, is a Harriman property, worked closely with the Morgan-Vanderbilt interests.

Greatest Railroad Deal of Decade.

The amalgamation of the Southern Pacific and the Union Pacific will be the most important railroad deal of the decade. Ever since it was said that the Southern Pacific has held the key to California. Not until the last year has it had a competitor.

The Santa Fe's entrance into San Francisco broke the monopoly, but the two systems are still in a Harriman property, and the Union Pacific has obtained a controlling interest in the Southern Pacific. It will change the entire transportation situation of the trans-Missouri country. The Union Pacific's close connection from Chicago now to the Northwestern road, a Vanderbilt property. However, the Harriman syndicate has obtained control of the Chicago and Alton and the Illinois Central, which connects with the Union Pacific. The Union Pacific and the Illinois Central are working out an agreement. It is hardly probable that if the Union Pacific and the Illinois Central are consolidated it will interfere with the present arrangements between the Northwestern and the Union Pacific.

The Union Pacific and the Vanderbilt are working together and making arrangements that will tend to disturb the present arrangements. The acquisition of the Southern Pacific by the Union Pacific will give this syndicate control of the northern entrance into the Via Ogden and will place all the connections of Southern Pacific at its disposal.

Big Agreement for Southwest.

Another rumor that comes from Wall street with considerable emphasis is that a new agreement has been entered by the Santa Fe, Southern Pacific and Rock Island roads to maintain rates in the southwest. The Rock Island and Rock River, close competitors in the great southwestern territory, have been extending their systems in that district considerably during the last year. The Rock Island is now building a line southwest from Lubbock, Texas, in connection with the El Paso and Northeastern, and the latter company, which is planning to extend west from El Paso into southern California. If such plans were executed it would give the Rock Island a line of over 1,000 miles to southern California.

Feb. 2, 1901.

PAINTS ITS SLEEPERS RED**Pennsylvania Road Has Innovation
in Pullman Coaches.****Brown Is Now Barred as Color and
Brighter Tints Demanded.****Northwestern Makes a Change in
Its Schedule for Iowa.****Transfers on the Erie Make H. F.
Coyle Assistant Superintendent.**

An innovation in the color of sleeping cars has been made by the Pullman company. Since sleeping cars were first invented they have never been painted any color but dark browns or drabs. The owners of the cars have persistently refused to use any other color, though officers of many railroads have asked that the sleepers be painted the shade of the cars of the particular line over which they were to be operated. A year or two ago the Pullman people relaxed in their rule far enough to allow the lower parts of the few cars that ran with the Pennsylvania limited to be painted a light drab.

The sleeping car company has evidently decided to departs with the standard custom, for it has just turned out ten sleepers for the Pennsylvania road painted red, the standard color of the coaches of this road. The ten cars are part of an order for twenty-four sleepers that will be used on the Pennsylvania system.

Other Roads May Change Color.

"While there are no business reasons why sleeping cars should not be painted red or any other bright color they have always been dark and the change in color for the Pennsylvania line may lead to requests for cars of other colors from other roads," said a general passenger agent yesterday. "The drabs or browns which have been the standard sleeping car color. A change in color may cause some inconvenience to sleeping car patrons, as when the sleepers are of the color of the coaches passengers of the latter may board the sleepers by mistake, which matters would be a serious objection to any change in color. There is no particular reason for the dark sleeper. The public has been educated to the color, that is all."

Several of the new red sleepers are now in use on the Chicago-Pittsburg division of the Pennsylvania road. The first ten have been named after well-known stations on the Pennsylvania road. These names are: "Arlimore," "Bryn Mawr," "Marion," "Altoona," "Belvidere," "Oberlin," "Pottsville," "Tyone," "Cresson" and "Wilmore."

Chronicle.

Feb. 2, 1901/

MAY REFUND RAILWAY BONDS.**Delaware and Hudson Managers
Scheme Saving on Company's Stock.**

(Special Telegram.)

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MOST REMARKABLE RAILROAD WRECK IN HISTORY.

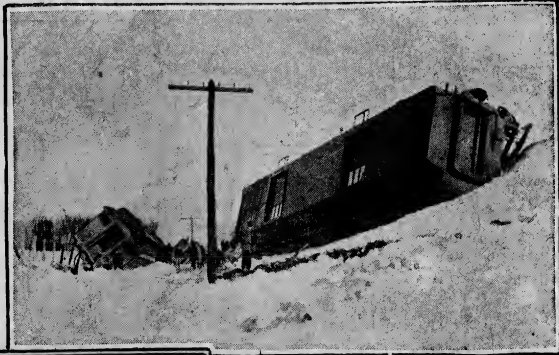
(SPECIALLY PHOTOGRAPHED FOR THE CHICAGO AMERICAN.)



GENERAL VIEW OF THE WRECKED TRAIN



BABY ELBORNE



BAGGAGE CAR ON EMBANKMENT

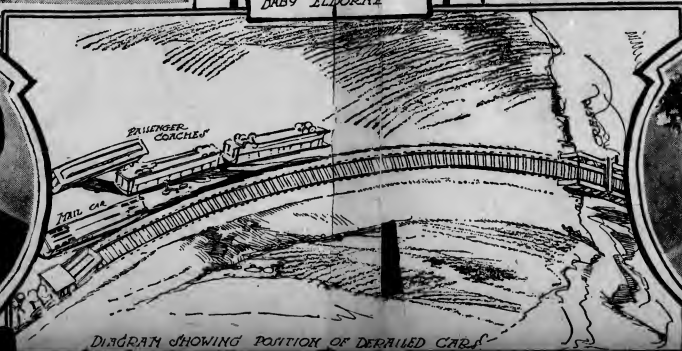


DIAGRAM SHOWING POSITION OF DERAILED CARS



Mrs. ...

Ser. 07 Vol. 2

Page 260 frag.

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257

— THE —
**Pittsburgh & Lake Erie R. R.
COMPANY.**

INCLUDING LEASED LINES AND BRANCHES.

—
OFFICE OF GENERAL SUPERINTENDENT.
—

GENERAL NOTICE.

Pittsburgh, Pa., March 5, 1892.

MR. F. E. HOUSE has been appointed
Engineer Maintenance of Way, taking effect
Monday, the seventh inst. He will have charge
of all work and all employees in that depart-
ment.

Employees in that department will report
direct to him.

G. M. BEACH,
General Superintendent.

Approved,
JOHN NEWELL,
President and General Manager.

260B

2570

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SERIES 07

VOL. 2

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The Chicago Chronicle.

PART 3

SUNDAY MORNING, SEPTEMBER 24, 1905.

LARGEST PLANT for REBUILDING LOCOMOTIVE ENGINES LOCATED at CHICAGO HEIGHTS

DOUBTLESS no other city on earth contains so many examples of quick success as does Chicago. The mushroom growth of large fortunes and stupendous enterprises is one of the everlasting wonders of the metropolis of the west. Here, in no other place, is the spirit of optimism and the result of steady determination shown. Other cities may boast stupendous enterprises that have grown in comparatively short time from infinitesimal beginnings. As in Chicago, other cities have their hundreds of men who have retired at night poor and by a turn of fortune sometimes, but more often through the reward of steady effort and the pursuit of well-made plans, have awakened to find themselves masters of millions. But, aside from these instances, which are so numerous that they are common, there are thousands of industries which are vastly more tangible in shape than mahogany desks, a bookkeeper, a stenographer and a tinker, that have evolved from the smallest beginnings to the point where they are the greatest industries of a city renowned for the extent of its enterprises.

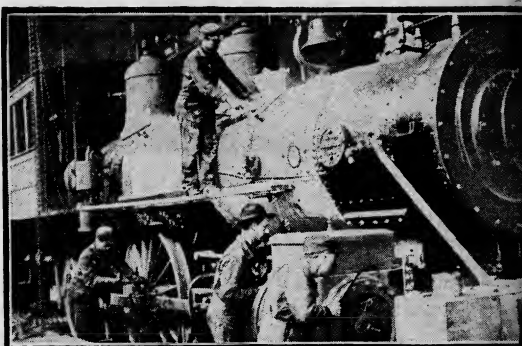
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In the thousands of great enterprises which everywhere are identified with Chicago are frequently to be found among the directors, or closely connected with the management, men who have failed repeatedly in various undertakings. It has been said that probably half the millionaires of the United States—those who have themselves amassed millions—have at one time or another in their careers failed utterly. As often as not the successful man has had two and three business failures before he has at last "struck pay dirt" and started on an irresistible ascent—the ladder of success. The story of the Hicks Locomotive Works at Chicago Heights is the story of such a man.

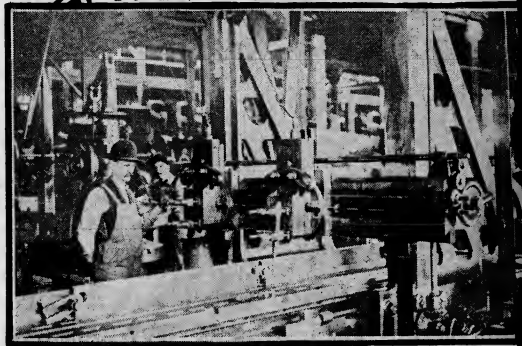
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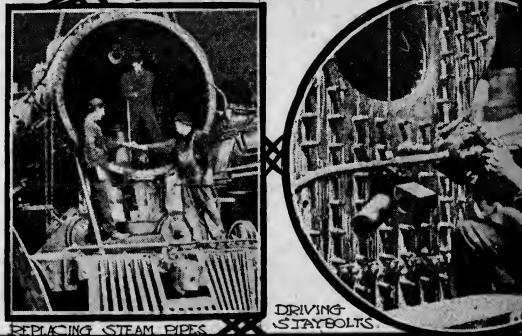
The line of work which Mr. Hicks saw an opportunity to busy himself was the purchase, rebuilding and sale of locomotive engines that had been discarded by the larger railway systems for various reasons; because they had become too badly worn to warrant being repaired at the smaller shops or because the increasing requirements of the system demanded the installation of larger engines and more extensive equipment. Mr. Hicks invested all the capital he could command in one of these disabled engines. He had it rebuilt and sold it to a smaller railway system. He made fair profit, part of which he reinvested in another engine. He put good work into the rebuilding and soon he was having five or six engines repaired by contract at once. As the business grew



PUTTING ON LAGGING



PLANING GUIDES

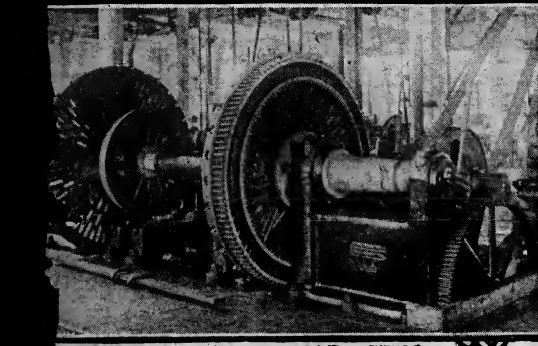


REPLACING STEAM PIPES

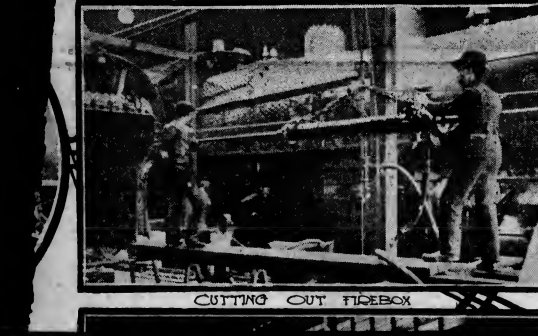
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of the handle which releases the power that it is said he could drive a pin in the movement of a watch without injuring the watch.

In the coachhouse, where the new and rebuilt passenger coaches are put up, upholstered and painted, the work is of a lighter character, but requires the greatest care. In the case of old coaches the interior equipment is removed and such of it as may be available is stored. The exterior paint is removed in much the same manner as modern painters remove the paint from a building. A frame of gas heats it, while the operator, with a scraper removes the paint. Before any car, rebuilt or new, is ready to leave the shop it is given eight separate coats of paint. The first is the priming coat. A coat of "half and half," rough stuff and lead, goes on next, this operation being followed by three coats of rough stuff—the common paint of the color desired. After the last of these coats has been put on the car is "rubbed down." This operation consists of rubbing the sides with pumice and water. When the operation has been finished the sides of the coach are literally as smooth as glass and ready for the first coat of varnish. After the first coat of varnish is dry the coach is again rubbed with pumice and water. The final coat of varnish leaves the coach as highly finished as a piano.

On the interior of the coach equal care is taken. The finest grained woods are used, quarter-sawn oak being the most popular with the coaches turned out by Hicks & Co. The finest grains are used for the bands which extend across the tops of the ceiling and the pilasters of the sides. The seats are put in place, carpets are laid and the coach is ready to go to its destination. Coaches and engines are shipped loaded. The engines are shipped "dead," which means without fire in their boxes. Rough doors are boarded over the front of the cars to protect the fine brasses of the interior equipment from possible vandals and thieves.

In the millhouse, where the mill work is done, are several interesting machines. One of these, which is a combination of planer, groover, mortiser and a few other things too numerous to mention, turns out coach sills from a solid piece of wood. The machine is eight feet long and can complete the work on the largest sill used in car construction. The solid piece is placed upon the carriage and the various operations performed as it travels to the far end, where it is completed ready for the builders. The Hicks plant turned out the cars for the Wallace Brothers' circus train, the cars being eighty feet long, inside measure—the longest stage cars ever constructed.

Specialty of Private Cars.

In new coaches the specialty of the Hicks shops is private cars. They were awarded the gold medal at the St. Louis exposition on this class of cars, a private office car which is now one of the best on the road. This car contains an observation-room, one stateroom with upper and lower berth, folding washstand, hopper and wardrobe; one private room with brass bed, dresser and wardrobe; bathroom, dining-room, section for servants; toilet-room and kitchen; a large refrigerator and cellars underneath the car. The finest woods were used in the finish of the car and the upholstering was of heavy buffed material and mahogany trim push. The coach capacity of the Hicks plant is comparatively small, only about 150 entirely new coaches being turned out annually, but it is one of the most rapidly growing of the concern's several industries.

The freight car department, which has been removed to the east works, will have when completed a capacity of forty cars a day. This already is one of the great departments, and the Hicks shops have orders for as many cars as they can turn out. In the locomotive shop there are twenty-four pits, while the coachhouse holds twenty-two coaches at one time. The freighthouse will hold slightly freight cars at one time.

Expansion of the car plant is one of the ends to which the Hicks company is working. While they are not expected to build locomotives, they do not, for the present at

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The Chicago Chronicle.

PART 3

SUNDAY MORNING, SEPTEMBER 24, 1905.

LARGEST PLANT for REBUILDING LOCOMOTIVE ENGINES LOCATED at CHICAGO HEIGHTS

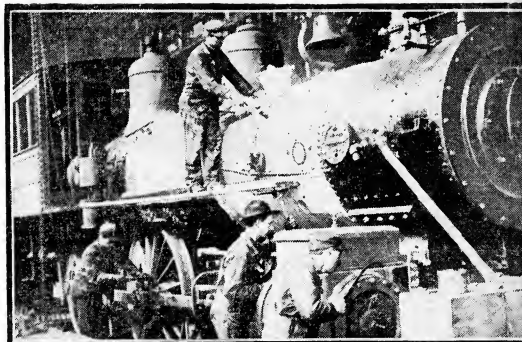
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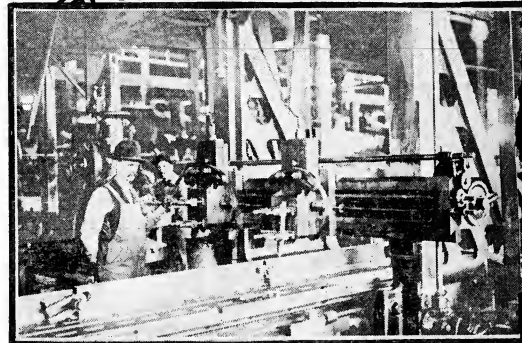
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Remarkable Instance of Success.
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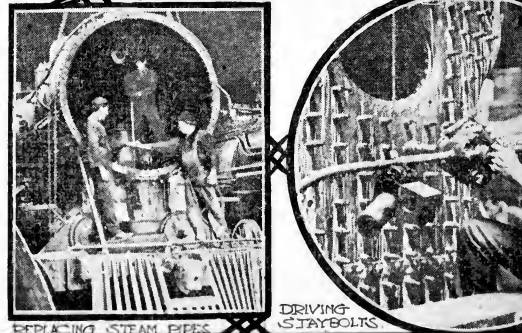
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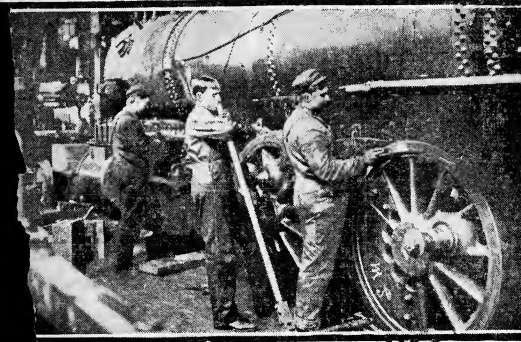


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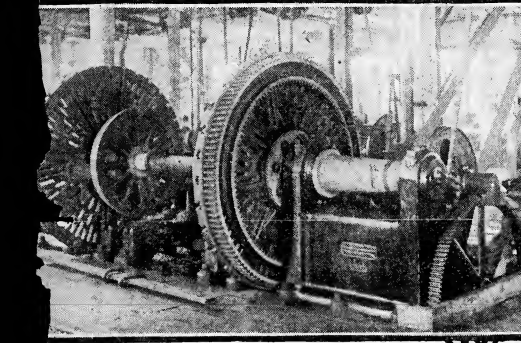


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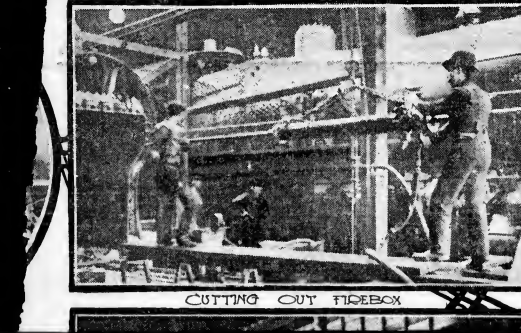
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LOCATED at CHICAGO HEIGHTS

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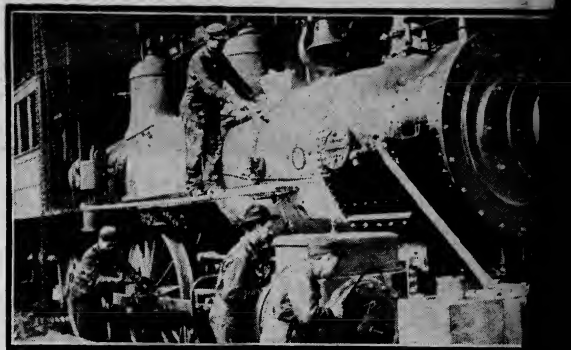
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The line of work in which Mr. Hicks saw an opportunity to busy himself was the purchase, rebuilding and sale of locomotive engines that had been discarded by the larger railway systems for various reasons; because they had become too badly worn to warrant being overhauled at the smaller shops or because the increasing requirements of the system demanded the installation of larger engines and more extensive equipment. Mr. Hicks invested all the capital he could command in one of these disabled engines. He had it rebuilt and sold it to a smaller railway system. He made fair profit, part of which he reinvested in another engine. He put good work into the rebuilding and soon he was having five or six engines repaired by contract at once. As the business grew it became apparent that the establishment of a shop in which the rebuilding could be done would further increase the profits of the business. Mr. Hicks at once set about the establishment of such a plant. In 1897, the year following that in which he had embarked in the business of rebuilding locomotives, the Hicks Locomotive works at Chicago Heights was started. Mr. Hicks had associated with him in the enterprise W. McInnes, who has been an active partner and an invaluable aid in the rapid increase of the business.

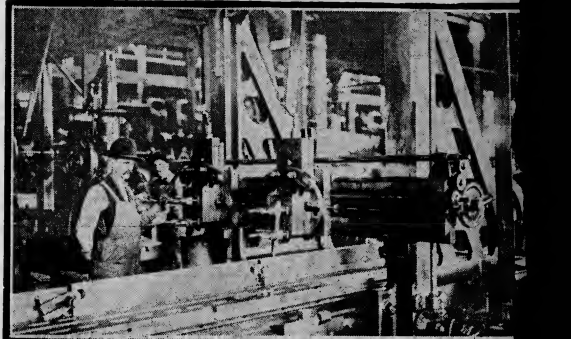
Largest Industry at Chicago Heights.

When the Chicago Heights plant was first installed the firm of F. M. Hicks & Co. employed fifty men. The plant, including yards and switches, occupied less than five acres of ground. Today more than forty acres are covered by the buildings and yards of the Hicks Locomotive and Car works and over 900 people are given employment. The business has outgrown its available ground space and last spring a tract embracing more than twenty acres was secured, about half a mile from the original plant, and this is being fitted up for the building of freight cars and passenger coaches, an industry in which the firm branched soon after the establishment of the Chicago Heights plant.

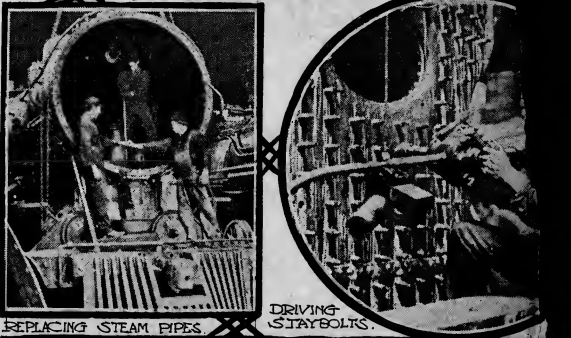
Of the thirty odd manufacturing indus-



PUTTING ON LAGGING



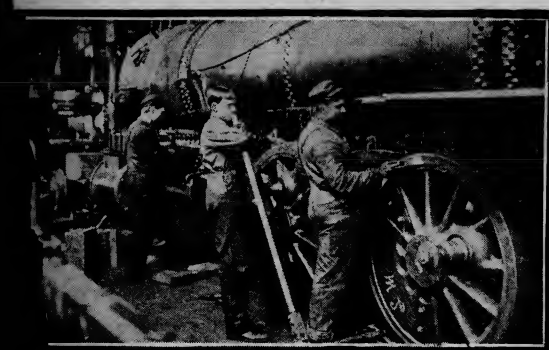
PLANING GUIDES



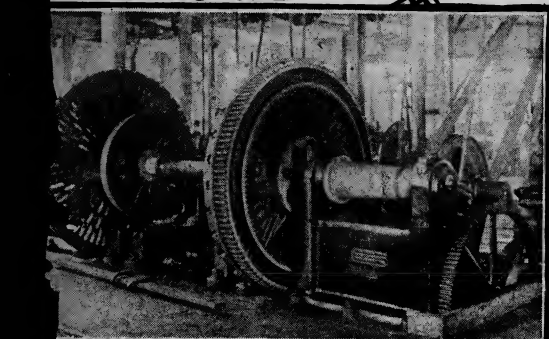
DRIVING STAYBOLTS



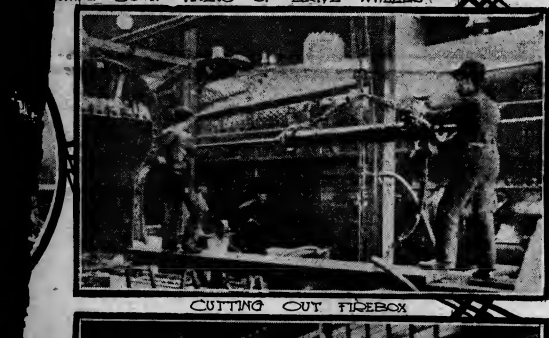
THE HICKS MAIN PLANT



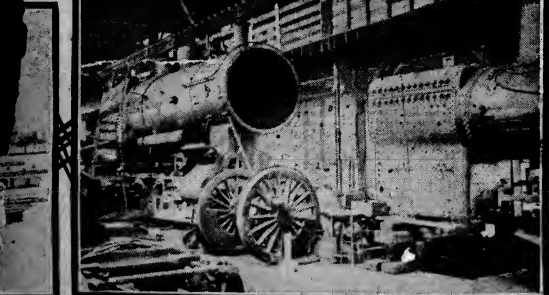
TESTING VALVES



SPRINGING DOWN TREAD OF DRIVE WHEELS



CUTTING OUT FIREBOX



FIREBOXES - THE OLD & THE NEW

of the handle which releases the power that it is said he could drive a pin in the movement of a watch without injuring the watch.

In the coachhouse, where the new and rebuilt passenger coaches are put up, upholstered and painted, the work is of a lighter character, but requires the greatest care. In the case of old coaches the interior equipment is removed and such of it as may be available is stored. The exterior paint is removed in much the same manner as modern painters remove the paint from a building. A frame of gas beats it, while the operator with a scraper removes the paint. Before the final coat of paint is applied, the interior of the coach is given eight separate coats of paint. The first is the priming coat. A coat of "half and half" rough stuff and lead, goes on, this operation being followed by three coats of rough stuff—the common point of the color desired. After the last of these coats has been put on the car is "rubbed down." This operation consists of rubbing the sides with pumice and water. When the operation has been finished the sides of the coach are literally as smooth as glass and ready for the first coat of varnish. After the first coat of varnish is dry the coach is again rubbed with pumice and water. The final coat of varnish leaves the coach as highly finished as a piano.

On the interior of the coach equal care is taken. The finest grained woods are selected, quarter-sawed oak being the most popular with the coaches turned out by Hicks & Co. The finest grained are used for the woodwork which extends across the tops of the ceiling and the pilasters of the sides. The seats are put in place, carpets are laid and the coach is ready to go to its destination. Coaches and engines are shipped locked. The engines are shipped "dead," which means without fire in their boxes. Rough doors are boarded over the front of the cabs to protect the fine brasses of the interior equipment from possible vandals and thieves.

In the millhouse, where the mill work is done, are several interesting machines. One of these, which is a combination of planer, groover, mortiser and a few other things too numerous to mention, turns out coach sills from a solid piece of wood. The machine is eighty feet long and can complete the work on the largest sill used in car construction. The solid piece is placed upon the castings and the various operations performed as it travels to the farther end, where it is delivered ready for the builders. The Hicks plant turned out the cars for the Wallace Brothers' circus train, the cars being eighty feet long, inside measure—the longest sleeping cars ever constructed.

Specialty of Private Cars.

In new coaches the specialty of the Hicks shop is private cars. They were awarded the gold medal at the St. Louis exposition on this class of cars, a private official car which is now owned by a railway road. This car contains an observation-room, one stateroom with upper and lower berth, folding washstand, hopper and wardrobe, one private room with brass bed, dresser and wardrobe; bathroom, dining-room, section for servants; toilet-room and kitchen; a large refrigerator and cellars underneath the car. The finest woods were used in the finish of the car and the upholstery was of hand-huffed leather. The capacity of the Hicks plant is comparatively small, only about 10 entirely new coaches being turned out annually, but it is one of the most rapidly growing of the concern's several industries.

The freight car department, which has been removed to the east works, will have when completed a capacity of forty cars a day. This already is one of the great departments, and the Hicks shops have orders for as many cars as they can turn out. In the locomotive shop there are twenty-four pits, while the coachhouse holds twenty-two coaches at one time. The freighthouse will hold eighty freight cars at one time.

Expansion of the car plant is one of the ends to which the Hicks company is working. While they are now equipped to build locomotives, they do not, for the present at least, plan to embark regularly in the manufacture of engines. More attention is being paid instead to new passenger work and to the manufacture of interurban cars, in which branch of the industry the Hicks company recently has become an important factor. Really the latest undertakings of the great concern, which has grown so rapidly in the past eight years, is the construction of gasoline-electric motor cars. Last spring they put in operation on the St. Joseph Valley Traction line, in Indiana, a gasoline-electric motor which is said by engineers and experts who have been watching its work since last March to be the best motor car made. The approximate weight of the car is 20,000 pounds, of which 4,000 pounds is machinery. Its frame consists of composite steel and wood, designed especially to withstand severe strains. The car is so perfectly and compactly constructed that all vibration and noise are practically eliminated. There are two compartments, the engine-room and the baggage-room. The length of the car is thirty-four feet, of which thirty feet are devoted to the motive arrangements and fourteen feet to baggage. The car is designed to carry trailers and is operated over a system of eleven miles.

The engine used in this car, which has attracted wide attention from interurban rail-

business of the Hicks company was the re- before the engine can be sent out ready for their sides by heavy iron men of steel, known more deep worn in the middle of the tire from a building. The different styles of construction

PLANTS LOCATED at CHICAGO HEIGHTS

DOUBTLESS to other city on earth contain so many examples of quick success as does Chicago. The mushroom growth of large fortunes and stupendous enterprises is one of the outstanding features of the metropolis of the west. Here, as in no other place, is the spirit of optimism and the result of steady determination shown. Other cities may boast stupendous enterprises that have grown in comparatively short time from infinitesimal beginnings. As in Chicago, other cities have their hundreds of men who have retired at what would be a turn of fortune sometimes, but more often through the reward of steady effort and the pursuit of well-made plans, have succeeded in making themselves masters of millions. But, aside from these instances, which are so numerous that they are common, there are thousands of industries which are vastly more tangible in shape than machinery, desks, a bookkeeper, a stenographer and a ticker, that have evolved from the smallest beginnings to the point where they are the greatest industries of a city renowned for the extent of its enterprises.

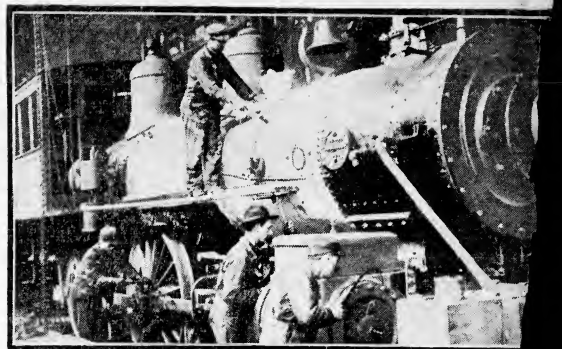
The average observer is inclined to look upon successful men as especially favored of the gods. It is the prevailing belief that those who have attained the highest successes have systematically won them. Fortune and good fortune favor in the eyes of the public wisdom. To an extent this belief may be true. But investigation of the numerous enterprises which are known throughout the world demonstrates clearly that there is more than luck to be taken into consideration in accounting for the starting success of the industrial, commercial and financial world.

In the thousands of great enterprises which everywhere are identified with Chicago are frequently to be found among the directors, or closely connected with the management, men who have failed repeatedly in various undertakings. It has been said that probably half the millionaires of the United States—those who have themselves amassed millions—have at one time or another in their careers failed utterly. As often as not the successful man has had two and three business failures before he has at last "struck pay dirt" and started on an irrevocable ascent of the ladder of success. The story of the Hicks Locomotive Works at Chicago Heights is the story of such a man.

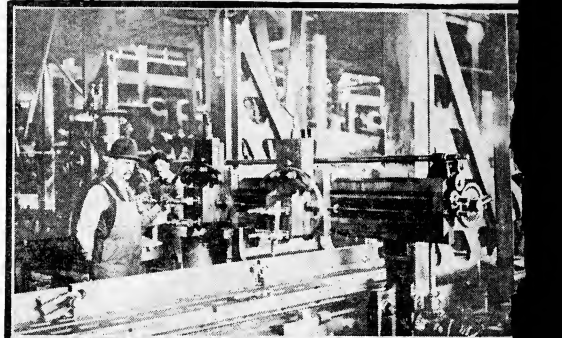
Remarkable Instance of Success.
F. M. Hicks, for whom the company is named, failed in business in the panic of 1893. Like many another man who is today a captain of industry, Mr. Hicks' failure was complete. Like other captains of industry, however, he was of the caliber that is undiminished by failure. He had a living make; he had another good fight left in him. He was a comparatively young man with good health and will and determination to work. He hired a desk room in a downtown building, mustered what financial backing he could and set to work in a field that was practically undeveloped. During the succeeding many years he and his partner, W. McKinney, have built up a business which turns several millions of dollars annually, employs approximately 1,000 men and some few women, and is growing more rapidly than probably any other great industry of the city or its manufacturing suburbs.

The line of work in which Mr. Hicks saw an opportunity to lay himself to the purchase, rebuilding, and sale of locomotive engines, had been absorbed by the larger railway systems for various reasons; because they had become too badly worn to warrant being overhauled at the smaller shops or because the increasing requirements of the system demanded the installation of larger engines and more extensive equipment. Mr. Hicks invested all the capital he could command in one of these distressed enterprises. He had it rebuilt and sold it to a smaller railway system. He made fair profit, part of which he reinvested in another engine. He put good work into the rebuilding and soon he was having five or six engines repaired by contract at once. As the business grew it became apparent that the establishment of a shop in which the rebuilding could be done would further increase the profits of the business. Mr. Hicks at once set about the establishment of such a plant. In 1897, the year following that in which he had embarked in the business of rebuilding locomotives, the Hicks Locomotive works at Chicago Heights was started. Mr. Hicks had associated with him in the enterprise, W. McKinney, who has been an active partner and an invaluable aid in the rapid increase of the business.

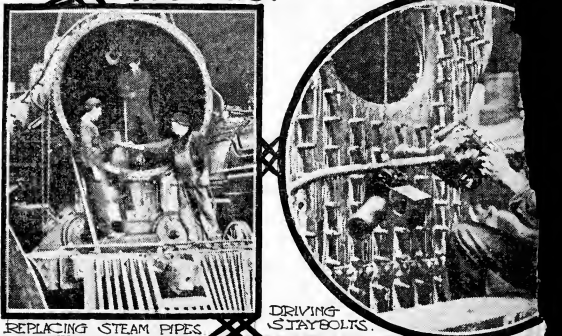
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When the Chicago Heights plant was first installed the firm of F. M. Hicks & Co. employed fifty men. That, including cranes and switches, occupied less than five acres of ground. Today more than forty acres are covered with the buildings and yards of the Hicks Locomotive and Car works and over 300 people are given employment. The business has outgrown its available ground spaces and last spring a tract embracing more than twenty acres was secured, about half a mile from the original plant, and this is being fitted up for the building of freight cars and passenger coaches, an industry into which the firm branched some after the establishment of the Chicago Heights plant. Of the thirty odd manufacturing indus-



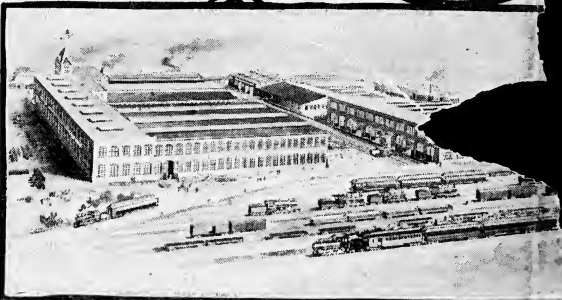
PUTTING ON LACING



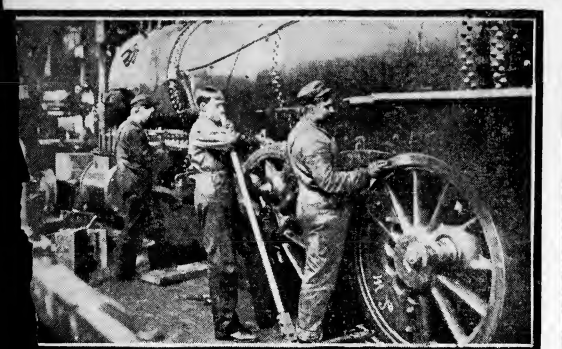
PLANING GUIDES



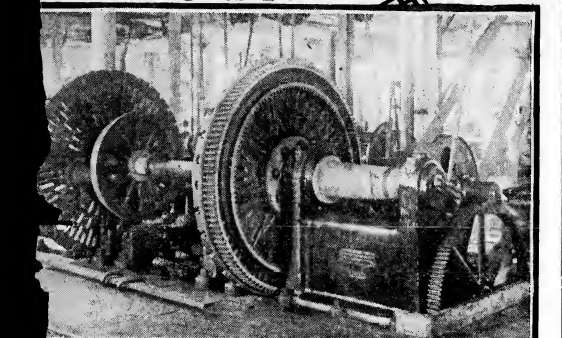
DRIVING STAYBOLTS



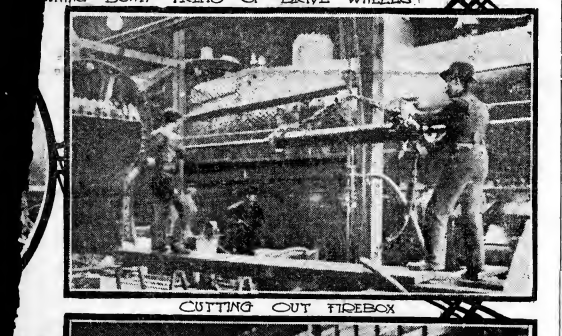
THE HICKS MAIN PLANT



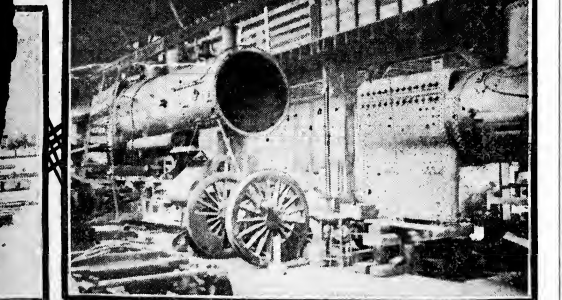
TESTING VALVES



BRINGING DOWN TREAD OF DRIVE WHEELS



CUTTING OUT FIREBOX



TREBOXES - THE OLD & THE NEW

of the handle which releases the power that it is added could drive a pin in the movement of a wheel without injuring the watch.
In the construction, where the new and rebuilt passenger coaches are put up, upholstered and painted, the work is of a highly character, but requires the utmost care. In the case of old coaches the interior woodwork is removed and much of it as many times available is stored. The exterior paint is removed in much the same manner as modern painters remove the paint from a building. A frame of gas bolts is, while the operator with a scraper removes the paint. Before any car, rebuilt or new, is ready to leave the shop it is given eight separate coats of paint. The first is the priming coat. A coat of "ball and ball" wash stuff and lead is soon next. This operation being followed by three coats of rough stuff—the common paint of the coach dealer. After the last of these coats has been put on the car is "rubbed down." This operation consists of rubbing the sides with pumice and water. When the operation has been finished the sides of the coach are literally as smooth as glass and ready for the first coat of varnish. After the first coat of varnish is dry the coach is again rubbed with pumice and water. The final coat of varnish leaves the coach as highly polished as a piano.

On the interior of the coach equal care is taken. The finest grained woods are usually quarter-sawed oak being the most popular with the coaches turned out by Hicks & Co. The finest grades are used for the bands which extend across the tops of the ceiling and the pilasters of the sides. The seats are put in place, carpets are laid and the coach is ready to go to its destination. Coaches and engines are shipped boxed. The engines are shipped "skid," which means without fire in their boxes. Heavy doors are hinged over the front of the cars to protect the fine brasses of the interior equipment from possible vandals and thieves.

In the millhouse, where the mill work is done, are several interesting machines. One of these, which is a combination of planer, groover, moulder and a few other things too numerous to mention, turns out coach ribs from a solid piece of wood. The machine is eighty feet long and can complete the work on the largest sill used in car construction. The solid piece is placed upon the carriage and the various operations performed as it travels to the further end, where it is deposited ready for the builders. The Hicks plant turned out the cars for the Wallace Brothers' circus train, the cars being eighty feet long, inside measure, the longest electric cars ever constructed.

Specialty of Private Cars.
In new coaches the specialty of the Hicks shop is plastic cars. They were awarded the gold medal at the St. Louis exposition. In this class of cars, a private official car which has been owned by a southern rail. This car contains an observation-room, one stateroom with upper and lower berth, folding washstand, tupper and wardrobe, one private room with brass bed, dresser and washbasin, bathroom, dining-room, section for servants; toilet-room and kitchen; a large refrigerator and cooler underneath the car. The finest woods were used in the finish of the car and the upholstering was of hand-luffed leather and moleskin freezie plush. The cost is exactly of the Hicks plant is comparatively small, only about 12,000 by new coaches being turned out annually, but it is one of the most rapidly growing of the concern's several industries.

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Business of the Hicks company was the result before the engine can be sent out ready for their orders by heavy iron plates of steel, known 1 more down in the middle of the tire from 1 building, the different styles of construction

BUILDING ON A PALACE CAR

HOW IT IS DONE AT THE GREAT PULLMAN WORKS

WHEN George M. Pullman drew the plans for the first sleeping car it is hardly possible that he could have had any idea that he was laying the foundation for the colossal industrial establishment which now bears his name and must forever remain a tribute to the genius of the man who founded it. Pullman as a town is one of the quietest places on the face of the globe. There order and peace reign supreme. Its well-appointed residences give shelter to the thousands of workmen and their families. Its broad streets and well-kept lawns are a source of pleasure to all, its schools furnish the means of educating the youth and its churches provide places for worship. Its general business flourishes and residents are prosperous and contented.

Mr. Pullman's chief desire when he gave a pretty little suburb his name was that it should be a model town, a place where the workmen might rear their families under the best conditions and healthful surroundings could be obtained by the man of money.

Mr. Pullman succeeded beyond his most sanguine expectations and in the making and retention of the town he had the cordial and undivided support of the men who are his loyal and respected citizens—the skilled mechanics employed in the shops of the Pullman Palace Car Company. A higher type of citizenship it would be impossible to find in any community, for the Pullmanites are truly men of worth and character. While the town has become a part of the corporation of Chicago it still retains and probably always will maintain its individuality and in the years that are to come will undoubtedly continue to be recognized as the "model city."

Where there is unity of action success and progress must always follow. This has always been the condition in Pullman, not only in the conduct of municipal affairs, but in the daily life of the men in the great car-building establishment. While the Pullman company only owned and controlled the utilities of the town its residents were consulted upon questions of importance and since these utilities have passed into the control of the public greater interest in the general welfare of all, if such a thing were possible, has been manifested by the residents of the place.

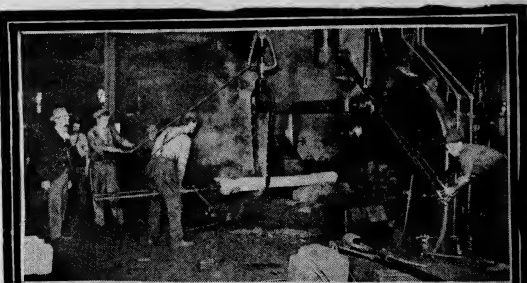
No suburb of Chicago can show a cleaner hill of health than Pullman. Physically and morally saloons are unknown institutions, the dirty mechanic remains close to his home after working hours and on Sundays and rowdiness is wholly unknown. Well may the good people of this place felicitate themselves upon the fair name which they have made and are maintaining for themselves. So much for Pullman as a town.

As an Industrial Center.
Pullman, or at least that portion of it in which are located the great car-building shops, as an industrial center is an entirely different proposition. There all is bustle and life-life that is strenuous and calls for the putting-forth of every energy at the command of officials and workmen alike. From the moment when the sound of the whistle in the morning announces the time for beginning work for the day until the same whistle in the evening bids the toilers go to their homes there is the whirl of machinery, the clanking of cranes and hurrying of men in this busy life. Not a moment is lost. Each department and its employes has a certain part to perform and each is forced to keep moving with the greatest possible speed in order that it may not delay the work of some other department that may be dependent upon it for raw material or finished product. And all this activity is the result of the idea of one man that the traveler would be glad to get a good night's rest while speeding toward his destination.

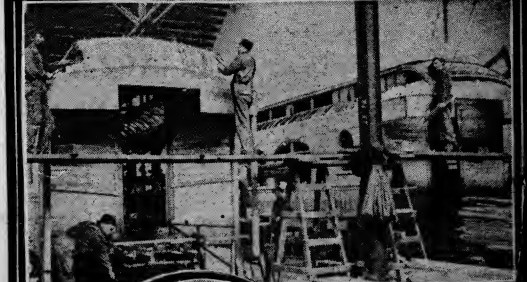
It required time to educate the public, but time has fully demonstrated that the invention of the sleeping car was right. Now it is possible for the traveler to have all the comforts of his own home or of a first-class hotel while en route from place to place. If he sits in a soft-backed chair all night the fault is his own. He may go to bed if he so desires. If he goes hungry the fault is his own. He may enjoy a first-class meal in the dining car. He may also enjoy the privileges of the reading compartment, the lounge compartment or stretch his legs in the junking-room.

The business of the Pullman company is by no means confined to the construction of the ordinary, or what is termed the standard, sleeping car, nor can it be properly said that the erection of such cars is its principal business. There are compartment, buffet, observation, parlor, combination and other cars for the use of the traveling public. Just at present the company is filling its order for sight cars.

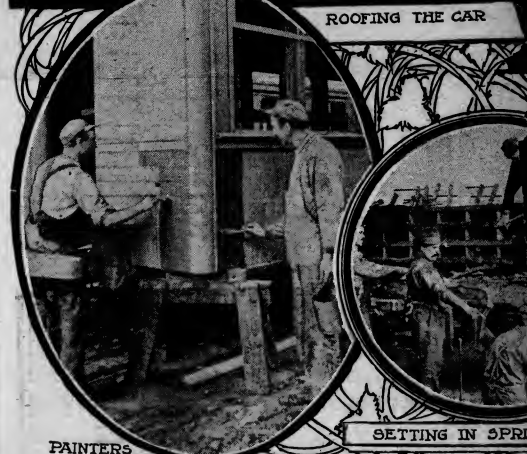
"Sawney" is the business now and more pouring in upon us, is the business of the company described conditions at the big works. And it is a fact. Never in the history



HAMMERING STEEL AXLE



ROOFING THE CAR



PAINTERS

SETTING IN SPRING



UPHOLSTERY



LAYING OUT FRAMEWORK



UPHOLSTERY DEPT.

lines. They work as does the machinery in every part of the

foremen in the different shops. In less foremen the officials have the most implicit con-
struction of the every part of the
smoothed off and polished and the work is then ready for the painters.
friction-draft gear to the platforms. These appliances are for the protection of life and limb in case of sudden accidents and in the

"doubling up." Every piece of iron and steel that enters into the construction of these platforms and vestibules is carefully inspected by experts and the finding of the slightest flaw is sufficient to condemn the defective piece to the scrap pile.

And it is not only in the iron and steel department where material is critically examined. Every department at the works has one or more inspectors whose business it is to see that every piece of wood, piping, brass finishing, upholstery, plumbing, etc., is perfect in every respect. No building, public or private, is subjected to closer scrutiny before it is passed upon as being fit for service than is a Pullman sleeping car.

The cars are all lighted with the Pintsch gas system, and in addition those of recent construction are provided with an electric-lighting system. As a matter of fact, the cars on all of the high-grade trains are electric-lighted. Some of the cars get their electric power from storage batteries, others from dynamos located in the baggage cars and still others from axle devices. The gas supply is obtained from tanks located beneath the car. These tanks are filled at division points.

The cars are heated with the Baker hot water system, which is so constructed that one can be used in case of emergency. The cars in everyday service are heated with steam from the engine by means of what is known as a train line pipe. This pipe is carried beneath the cars and each car carries its supply independently.

The water used for washing is carried in tanks underneath. Pipes from these tanks convey the water to the wash stands and lavatories, the water being forced through the pipes by air pressure.

The upholstery is composed mainly of plush, tapestries and silk. Wilton carpets are standard for floor coverings and are used in all first-class cars. The material for the berth curtains is imported and the curtains are made up in the company's upholstery department at the works. The mattresses are made of curled hair. The seats, backs of sofas and bottoms of upper berths are fitted with spiral upholstered springs. The blankets are the product of American factories. The pillows are constructed from a nest of ticking and are filled with goose feathers.

The standard Pullman has twelve sections and is taxed to its full capacity can furnish sleeping quarters for twenty-seven persons. In addition to the berths each car is provided with a drawing-room, dressing-room and toilet for women, smoking-room and toilet for men and lockers for carrying linen, small equipment, etc.

Everything Must Be in Place.
"Attention to details is what counts in the construction of the modern sleeper," said Mr. Bennet. "We must have a place for everything and everything must be kept in its place, otherwise it would be impossible for the company to care for its business. When it has been decided to construct a new car every detail is looked after at the time of making the plans. It is not contemplated that there will be any changes after the plans have gone to the various departments where the work of construction is to be performed. The man in the workshop knows only that he must turn out his finished product according to the dimensions of an invoice and the conditions are the same in the other departments. When it comes to assembling the men who perform this service expect to find that each part will fit and if it is not so some one has been negligent in his duty. However, this does not often happen. The mechanics employed by the Pullman company are of the very highest grade of craftsmen. They know what is expected of them and perform their duties faithfully."

As much care is exercised in the maintenance of cars as is used in their construction. The sleepers are thoroughly cleaned at the end of each long trip, such as from Chicago to New Orleans or from the city to New York. The company maintains what is known as cleaning crews at a number of terminals and when a car is turned over to them it is in for a cleaning such as would amaze the average housekeeper. Everything movable is removed, even to the carpets, and the interior of the car is blown out with compressed air at a pressure of 85 to 100 pounds. After the top of the car, the floor and ceiling have been freed from dust the berths are let down and the curtains, bedding seats and backs, pillows and mattresses are taken to a platform provided for that purpose and thoroughly dusted and cleaned. Before they are replaced the windows, sashes and woodwashers have a turn at the interior. These precautions for the preservation of health are taken because of the fact that it frequently happens that an invalid is a passenger. The instructions with regard to cleaning are specific and each trainman is held to strict accountability for the condition of his car.

Conductors and porters on arrival at "terminal" stations are compelled to report any case of sickness that they may have had

THE BUILDING OF A PALACE CAR

IT IS DONE AT THE GREAT PULLMAN WORKS

WHEN George M. Pullman drew the plans for the first sleeping car it is hardly possible that he could have had any idea that he was laying the foundation for the colossal industrial establishment which now bears his name and must forever remain a tribute to the genius of the man who founded it. Pullman as a town is one of the quietest places on the face of the globe. There order and peace reign supreme. Its well-appointed residences give shelter to the thousands of workmen and their families, its kind streets and well-kept lawns are a source of pleasure to all, its schools furnish the means of educating the youth and its churches provide places for worship. Its general business flourish and its residents are prosperous and contented.

Pullman's chief desire when he gave pretty little suburb his name was that it should be a model town, a place where the workmen might rear his family under good conditions and beautiful surroundings could be obtained by the man of money. Pullman succeeded beyond his most sanguine expectations and in the making and peopling of the town he had the cordial and ungrudging support of the men who are his loyal and respected citizens—the skilled mechanics employed in the shops of the Pullman Palace Car Company. A higher type of citizenship it would be impossible to find in any community, for the Pullmanites are truly men of worth and character. While the townians became a part of the corporation of Chicago it still retains and probably always will maintain its individuality and in the years that are to come will undoubtedly continue to be recognized as the "model city."

Where there is unity of action success and progress must always follow. This has always been the condition in Pullman, not only in the conduct of municipal affairs, but in the daily life of the men in the great car-building establishment. While the Pullman company yet owned and controlled the utilities of the town its residents were consulted upon questions of importance and since these utilities have passed into the control of the public greater interest in the general welfare of all, such a thing were possible, has been manifested by the residents of the place.

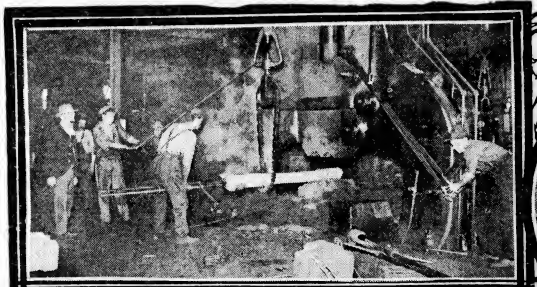
A suburb of Chicago can show a cleaner bill of health than can Pullman, physically and morally. Saloons are unknown institutions, the petty mechanic remains close to his home after working hours and on Sundays and holidays is wholly unknown. Well may the good people of this place felicitate themselves upon the fair name which they have made and are maintaining for themselves. So much for Pullman as a town.

As an Industrial Center.

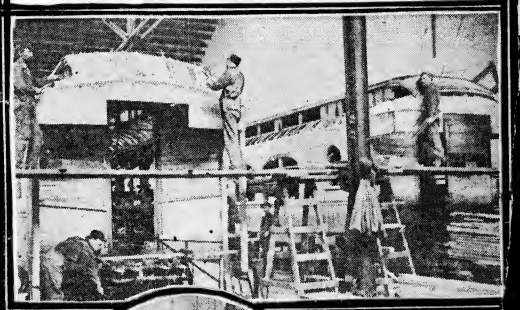
Pullman, or at least that portion of it in which are located the great car-building shops, is an industrial center in an entirely different position. There all is bustle and life-life that is strenuous and calls for the pouring forth of every energy at the command of officials and workmen alike. From the moment when the sound of the whistle in the morning announces the time for beginning work for the day until the same whistle in the evening bids the toilers go to their homes, there is the wail of machinery, the clanking of cranes and hurrying of men in tight-fitting clothes. Not a moment to lose. Each department and its employes has a certain task to perform and each is forced to keep moving with the greatest possible speed in order that it may not delay the work of some other department that may be dependent upon it for raw material or finished product. And all this activity is the result of the idea of one man that the traveler would be glad to get a good night's rest while speeding toward his destination.

If he has time to devote the public, but time has fully demonstrated that the invention of the sleeping car was right. Now it is possible for the traveler to have all the comforts of his own home or of a first-class hotel while on route from place to place. If he sits in a soft-backed chair all night the fault is his own. He may go to bed if he so desires. If he were lonely the fault is his own. He may enjoy a first-class meal in the dining car. He may also enjoy the privileges of the reading and smoking compartments, the lounge or compartment or stretch his legs in the smoking-room.

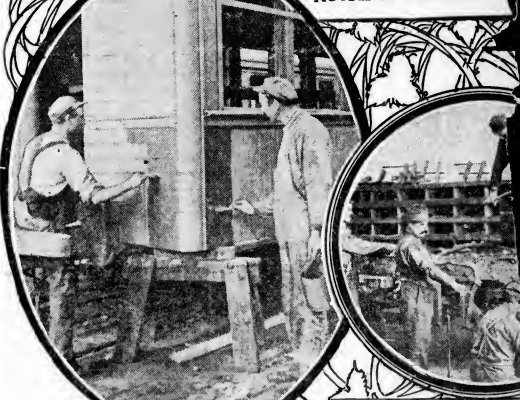
The success of the Pullman company is by no means confined to the construction of the primary car which is termed the standard. The most important fact, however, is the fact that the Pullman car is the principal business. The most important fact, however, is the fact that the Pullman car is the principal business. The most important fact, however, is the fact that the Pullman car is the principal business.



HAMMERING STEEL AXLE



ROOFING THE CAR

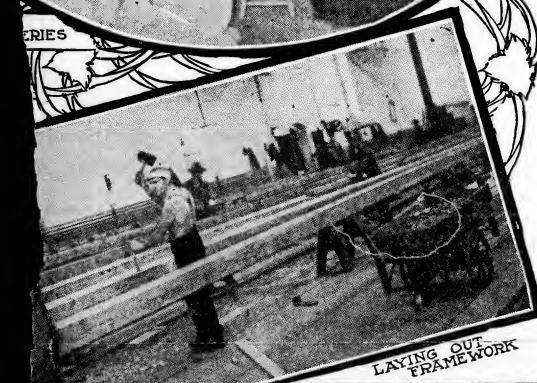


PAINTERS

SETTING IN SPRINGS



UPHOLSTERY



LAYING OUT FRAMEWORK



UPHOLSTERY DEPT.

"doubling up." Every piece of iron and steel that enters into the construction of these platforms and vestibules is carefully inspected by experts and the finding of the slightest flaw is sufficient to condemn the defective piece to the scrap pile.

And it is not only in the iron and steel department where material is critically examined. Every department at the works has one or more inspectors whose business it is to see that every piece of wood, piping, brass finishing, upholstery, plumbing, etc., is perfect in every respect. No building, public or private, is subjected to closer scrutiny before it is passed upon as being fit for service than is a Pullman sleeping car.

The cars are all lighted with the Pintsch gas system, and in addition those of recent construction are provided with an electric lighting system. As a matter of fact, the cars on all of the high-grade trains are electric-lighted. Some of the cars get their electric power from storage batteries, others from dynamo motors in the baggage car and still others from axle devices. The gas supply is obtained from tanks located beneath the car. These tanks are filled at division points.

The cars are heated with the Baker hot water system, which is so constructed that the cars in everyday service are heated with steam from the engines by means of what is known as a train line pipe. This pipe is carried beneath the cars and each car receives its supply independently.

The water used for washing is carried in tanks underneath. Pipes from these tanks convey the water to the wash stands and lavatories, the water being forced through the pipes by air pressure.

The upholstery is composed mainly of plush, tapestries and silks. Cotton carpets are standard for floor coverings and are used in all first-class cars. The material for the berth curtains is imported and the curtains are made up in the company's upholstery department at the works. The mattresses are made of curled hair. The seats, backs of sofas and bottoms of upper berths are fitted with spiral upholstered springs. The blankets are the product of American factories. The pillows are constructed from the best of ticking and are filled with goose feathers.

The standard Pullman has twelve sections and is taxed to its full capacity on certain sleeping quarters for twenty-seven persons. In addition to the berths each car is provided with a dining-room, dressing-room and toilet for women, smoking-room and toilet for men and lockers for carrying luggage, small equipment, etc.

Everything Must Be in Place.

"Attention to details is what counts in the construction of the modern sleeper," said Mr. Benson. "We must have a place for everything and everything must be kept in its place, otherwise it would be impossible for the company to care for its business. When it has been decided to construct a new car every detail is looked after at the time of making the plans. It is not contemplated that there will be any changes after the plans have gone to the various departments where the work of construction is being performed. The man in the blacksmith shop knows only that he must turn out his finished product according to the dimensions on his drawings. The conditions are the same in the other departments. The man who comes to another department to perform this service expects to find that each part will fit and this is so because his best interest is in his duty. However, this does not often happen. The chances are that the man in the Pullman company are the very highest grade of craftsmen. They know what is expected of them and perform their duties faithfully."

As much care is exercised in the maintenance of cars as is used in their construction. All sleepers are thoroughly cleaned at the end of each long trip, such as from Chicago to New Orleans, or from this city to New York. The company maintains what is known as cleaning crews at a number of terminals and when a car is turned over to them it is in for a cleaning, such as the removal of the average house-keeper. Everything movable is removed, even to the carpets, and the interior of the car is treated with compressed air at a pressure of 50 to 100 and crevices have been freed from dust. The berths are let down and the curtains, bedding and lockers, pillows and mattresses are taken to a platform provided for that purpose and are replaced the window-cleaners and woodworkers have a turn at the interior. These precautions for the preservation of health are taken because of the fact that the frequent laying out of an invalid in a passenger. The instruction will regard to cleaning are specific and are intended to lead to strict responsibility for the condition of the car.

Conductors and porters on arrival at any terminal station are compelled to report any cleanliness are for the protection of life and

lines. They work as does the machinery in a clock, each doing an independent job, but forming in the different shops. In these forenoon the officials have the most implicit construction of the every part of the

comes from the smoothed off and polished and the work is then ready for the painters. friction-draft gear on the platforms. These appliances are for the protection of life and

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Mr. Pullman's chief desire when he gave pretty little suburbs his name was that it should be a model town, a place where the workmen might rear their family under as good conditions and healthful surroundings as could be obtained by the mass of money.

Pullman succeeded beyond his most sanguine expectations and in the making and perfection of the town he had the cordial and undivided support of the men who are all his loyal and respected citizens—he called his mechanics upon him in the shape of the Pullman Palace Car Company. A higher type of citizenship would be impossible to find in any community, for the Pullmanites are truly men of worth and character. While the town has become a part of the Corporation of Chicago it still retains its individuality and will maintain its identity and in the years that are to come will undoubtedly stand upon its feet as recognized as "model city."

Where there is unity of action success and progress must always follow. This has always been the condition in Pullman, not only in the conduct of municipal affairs, but in the daily life of the men in the great car-building establishment. When the Pullman company was yet owned and controlled the utilities of the town its residents were consulted upon questions of importance and since these utilities have passed into the control of the public interest it is to be regretted that if such a thing were possible, has been maintained by the remnants of the place.

No suburb of Chicago can show a cleaner bill of health than the Pullman, physically and morally. It is an unknown fact, but it is a thrifty mechanic remains close to his home after working hours and on Sundays and evenings is wholly unknown. We may find the good people of this place reluctant to come upon the streets of the town they have made and are maintaining for themselves. So much for Pullman as a town.

As an industrial center Pullman, at least that portion of it in which are located the great car-building shops, as an industrial center is an entirely different proposition. There all is bustle and life-life that is strenuous and calls for the pulling force of every cog in the command of officials and workmen alike. From morning until noon the sound of the whistles in the morning announces the time for beginning work for the day until the same whistles in the evening bids the toilers go to their homes there is the wail of machinery, the clanking of cranes and hurrying of men in this busy hive. Not a moment is lost. Each department and its employes has certain part to perform and each is forced to keep moving with the greatest possible speed in order that it may not delay the work of some other department that may be dependent upon it for raw material or finished product. And all this activity is the result of the idea of one man that the traveler would be glad to get a good night's rest while enroute to his destination.

At the time to educate the public, but time has fully demonstrated that the inventor of the sleeping car was right. Now it is possible for the traveler to have the comforts of his own home or of a first-class hotel while enroute from place to place. It is as if a self-backed chair or night-table had been in his own home. He may go to bed in his own car. He may enjoy a first-class meal in the dining car. He may also enjoy the services of the reading compartment, the lounge compartment or stretch his legs in the lounge-room.

The business of the Pullman company is by no means confined to the construction of the ordinary, or what is termed the standard, sleeping car, nor can it be properly said that the erection of such cars is its principal business. The Pullman company is engaged in the construction of a standard sleeping car, nor can it be properly said that the erection of such cars is its principal business. The Pullman company is engaged in the construction of a standard sleeping car, nor can it be properly said that the erection of such cars is its principal business.

"Swamp" is business now and more pouring in upon us. It is the way one official of the Pullman company has been doing his work. And it is a fact. Never in the history of the Pullman company has there been so many employes as at the present time. In the month of August, 1907, there were 7,000 men working, and these men are engaged in the construction of a standard sleeping car, nor can it be properly said that the erection of such cars is its principal business.

Mechanics in twenty-six separate trades are employed in the construction of a standard sleeping car. These include blacksmiths, ironworkers, machinists, brass workers and fitters, silver platers, glassworkers, mirror-makers, carpenters, cabinet-makers, carvers, joiners, painters, varnishers, upholsterers, electrical workers, gasfitters, steamfitters, plumbers, tinners, metal polishers, buffers, draftsmen and laborers. In the great blacksmith shop, where the iron and steel is cut and hammered into shape, there is absolute precision. No errand, human or mechanical, is needlessly expended. In the cabinet-workers' department each individual workman is a peerless and it may be truthfully said that this piece is a fact one.

In the paintroom the painters, mixers and varnishers vie with one another in the performance of their duties. In the upholstery department the dainty and costly tapestries, draperies, silks and other materials that enter into the car decoration and fittings are carefully inspected and made up according to specifications by experts, who know the value of the material and see to it that not a penny's worth is wasted. And so it is throughout every department of the Pullman company.

To direct this great army of toilers and oversee their work requires the highest degree of generalship and this the Pullman company has from the president down to the foreman in the different shops. In these foremen the officials have the most implicit confidence and point to them with pride. With few exceptions they are men who rose from the ranks, for the Pullman company believes in promoting from within. And those who have risen from the ranks of the mechanic are not confined to foremen. Many there are in the service of the company now holding positions of high trust who but a few years ago answered the call of the shop whistle in the morning. Boys who graduated from the plant at Pullman have been transferred to other points and are filling important positions.

Interior arrangements and accommodations are being constantly changed. The Pullman sleeper of ten years ago would be an obsolete now as would be the old parlor coacher in comparison with the express trains of today as a means of transportation. Each month finds some place for improvement and improvements are made as rapidly as they are found to benefit the service. There is little doubt in the way of remodeling, the company having learned by experience that better results can be secured by remodeling at the bottom and building throughout when improvements are to be made. This does not mean that old cars are not repaired, but that they are taken care of, and this is the constant business of a large force of men. When the magnificent world's fair train was placed on exhibition it was thought that the acme of car-building had been reached, but the cars of today outclass even those palaces on wheels.



HAMMERING STEEL AXLE



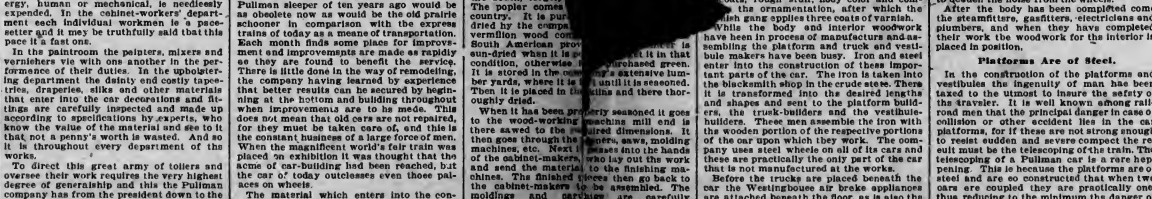
ROOFING THE CAR



SETTING IN SPRING



LAYING OUT FRAMEWORK



UPHOLSTERY DEPT.



PLATFORMS ARE OF STEEL

The material which enters into the construction of the Pullman sleeper is carefully selected and the work is ready for the molders. After the interior woodwork leaves the cabinet shop it goes into the painters' finishing-room. Here it is filled, shellaced and varnished and when dry is ready to be set up inside a car. Each woodwork as it is used in the construction of the frame after leaving the mill is turned over the men in the carpenter department, who are known as body-builders. They take the various parts and assemble them, constructing the frame or body of the car. The outside sheathing, roofing, iron work, etc., are also attached by these body-builders. They smooth and polish the work and make it ready for the outside air.

When it has been properly seasoned it goes to the wood-working machinists mill end is there sawed to the required dimensions. It is then passed into the hands of the fitters, who make up the various pieces into the finished form. The fitters then send the material to the fitters, who assemble the car and the cabinet-makers. The moldings and carriage are carefully smoothed off and polished and the work is then ready for the molders.

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The body and interior woodwork have been in process of manufacture and assembling the platform and truck and vestibule makers have been busy. Iron and steel work is practically the only part of the work that is not manufactured at the works. Before the trucks are placed beneath the car the Westinghouse air brake appliances are attached beneath the floor, as is also the friction-draft gear to the platform. These appliances are for the protection of life and limb in case of collision or sudden stop as the result of an accident.

The brass trimmings for interior are made in the company's brass foundry and from the foundry goes to the brass-finishing department, where it is put through machines and made into car trimmings, hinges, door locks, berth catches, electric lamps, gas traps, etc. The company maintains its own gas works with the exception of those that are purchased from the New York Safety Car Heating and Supply Company.

After the floor of the car has been laid it is covered with a thick coating of cement, known as stonolith. This gives the floor a hard and smooth surface and has a tendency to deaden the noise from the wheels. After the body has been completed comes the steamfitters, gasfitters, electricians and plumbers, and when they have completed their work the woodwork for the interior is placed in position.

In the construction of the platforms and vestibules the ingenuity of man has been taxed to the utmost to insure the safety of the traveler. It is well known among railroad men that the principal danger in case of collision or other accident lies in the car platforms, for if these are not strong enough to resist sudden and severe impact the result must be the telescoping of the train. The telescoping of a Pullman car is a rare happening. This is because the platforms are of steel and are so constructed that when two cars are coupled together they are practically self-reducing to the minimum the danger of

"doubling up." Every piece of iron and steel that enters into the construction of these platforms and vestibules is carefully inspected by experts and the findings of the slightest flaw is sufficient to condemn the defective piece to the scrap pile.

And it is not only in the iron and steel department where materials are critically examined. Every department of the works has one or more inspectors whose business it is to see that every piece of wood, piping, brass, finishing, upholstery, plumbing, etc., is perfect in every respect. No building, public or private, is subjected to closer scrutiny before it is passed upon as being fit for service than is a Pullman sleeping car.

The cars are all lighted with the Pintech gas system, and in addition those of recent construction are provided with an electric lighting system. As a matter of fact, the cars on all of the high-grade trains are electrically lighted. Some of the cars get their electric power from storage batteries, others from dynamo located in the baggage cars and still others from axle devices. The gas supply is obtained from tanks located beneath the cars. These tanks are filled at division points.

The cars are heated with the flaker hot water system, which is so constructed that steam can be used in case of emergency. The heat beneath the cars and each car receives its supply independently.

The water used for heating is carried in tanks underneath. Pipes from these tanks convey the water to the wash stands and lavatories, the water being forced through the pipes by air pressure.

The upholstery is composed mainly of plush, velvets and silks. Wilton carpets are standard for floor coverings and are used on all first-class cars. The material for the berth curtains is imported and the curtains are made up in the company's upholstery department. The seats, backs of sofas and bottoms of seats are upholstered with spiral upholstered springs. The blankets are produced in the company's factories. The pillows are constructed from the best of ticking and are filled with goose feathers.

The standard Pullman has twelve sections and is taxed to its full capacity can furnish sleeping quarters for twenty-seven persons. In addition to the berths each car is provided with a drawing-room, dressing-room and toilet for women, smoking-room and toilet for men, and a wash room for carrying linen, mail equipment, etc.

Everything Must Be in Place. "Attention to details is what counts in the construction of the modern sleeping car. Every detail of the car must be in place for the company to care for its business. When it has been decided to construct a car, every detail is looked after at the time of making the plans. It is not contemplated that there will be any changes after the plans have gone to the various departments where the work of construction is performed. The man in the blacksmith shop knows only that he must turn out his finished product according to the dimensions specified in his drawings. The conditions are the same in the other departments. When the work comes to the men who perform this service expect to find that each part will fit and if this is not so someone has been derelict in his duty. However, this does not often happen. The mechanics employed by the Pullman company are the very highest grade of craftsmen. They know what is expected of them and perform it accordingly.

As much care is exercised in the maintenance of the cars as is shown in their construction. All sleepers are thoroughly cleaned at the end of each long trip, such as from Chicago to New Orleans or from New Orleans to New York. The company maintains what is known as the cleaning department, which terminals and when a car is turned over to them it is in for a cleaning shop. Everything movable is removed, even to the carpets. The interior of the car is then cleaned with compressed air at a pressure of 80 to 100 pounds. After the top of the car has been cleaned and the curtains, bedding, seats and backs, pillows and mattresses are taken to a platform provided for that purpose and thoroughly dusted and cleaned. Berths and washrooms have a turn at the interior. These precautions for the preservation of health are taken because of the fact that it frequently happens that an invalid is a passenger. The instructions with regard to cleaning are specific and each trainman is held to strict accountability for the maintenance of his car.

Conductors and porters on arrival at every terminal station are compelled to report any case of sickness that they may have had under their charge. If the case is reported, the conductor and the seriousness of the case is reported to the company. The cases reported are then prepared by distributing blankets, mattresses, pillows, etc., loosely about the car. The cases are then removed to a strong solution of formaldehyde, after which the cases are cleaned with compressed air. Cases reported on lines that are expected to be returned to the company are immediately removed to a strong solution of formaldehyde, after which the cases are cleaned with compressed air. Cases reported on lines that are expected to be returned to the company are immediately removed to a strong solution of formaldehyde, after which the cases are cleaned with compressed air.

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**END OF
VOLUME**